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The China Mail.

ESTABLISHED 1845

February 20, 1919, Temperature 60.

Rainfall 0.00 inch.

Humidity 89.

February 20, 1918, Temperature 59

No. 17,393.

號十二月二年九十百九千壹英

HONGKONG, THURSDAY, FEBRUARY, 20, 1919.

未己大歲年八國民華中

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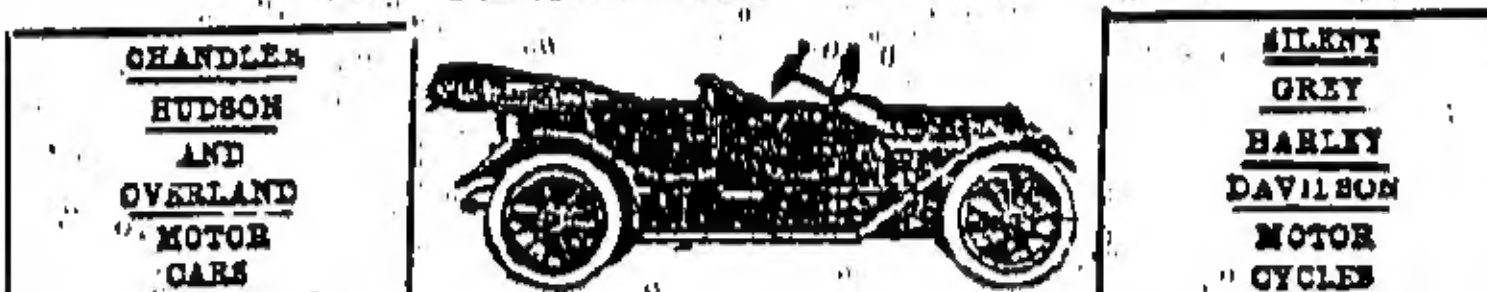
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ATTEMPT TO ASSASSINATE M. CLEMENCEAU.

SEVEN SHOTS AT POINT-
BLANK RANGE.

[BY COURTESY OF THE "DAILY
BULLETIN"]

New York, Feb. 19.

An Associated Press message
states—
Seven shots were fired at M.
Clemenceau, the Premier of France,
at point-blank range by Emile Cottin,
known in anarchistic circles at
Milan.

Three bullets struck the Premier.
One bullet entered under the right
shoulder and lodged under the left
shoulder, missing the spinal cord and
lungs, the other two wounds being
scarcely more than abrasions of the
skin on the right arm and right
hand.

Two other bullets passed through
M. Clemenceau's clothing—"Ameri-
can Wireless."

KOREANS' APPEAL TO
AMERICA.

[BY COURTESY OF "HONGKONG
DAILY PRESS"]

PEKING, Feb. 18.

Members of the Korean Indepen-
dence Committee in China have peti-
tioned the American Minister to
China asking American aid for Korea,
stating that the Korean people look
to President Wilson for aid and are
hoping that the Peace Conference
will take up the problem of bettering
the condition of "our voiceless nation,
containing two million oppressed
people."

THE SLUR UPON HAPPINESS.

"It is not only the pessimists, but
some of the men and women who
have best earned the right to talk
about life who tell us that happiness
is not a thing we ought to look for,"
says the "Times." And we, partly
from a prick of conscience, and partly
because life seems to bear out
what they say, incline to believe
them.

"So much so that on finding in
Mr. John Yeats's essay the other day
the remark that a deliberate search
for happiness was what prompted
the benign wisdom of Shakespeare
and of good women," one had quite
an admiration for his courage. . . .
But should happiness be made
a motive? The fear of treating
it so comes probably from our
obstinate habit of clinging to the
means and forgetting the ends which
are really worth having. It is the
timorous view of life. We are afraid
to look the best things in the face,
we are sometimes shy of beauty.
But to cultivate happiness means
deliverance from the evils—the
tyranny of desires, one following on
another and none ever satisfying;
and the loss of all the meaning of
life which comes of ignoring the act
of living.

"The one point, Schopenhauer
thought, in which the brutes were
superior to men was their undisturbed
enjoyment of the hour. Happiness
restores us this innocence, bovine no
longer, in the mood of 'carpe diem'.
It simply reminds us that those who
live solely for the future can never
experience anything, and it alone
knows the secret of resolving the
other tenses into the present, which
solution is the nearest approach we
can make to the eternal. To do this
demands an effort and energy of its
own, and that is why it has been said
that it is harder to bear happiness
than to bear sorrow.

"Let us admit that happiness
tests the generosity of souls. To
offer it as a recipe in these times
may seem a mockery, but it is not
necessarily a mistake. What Words-
worth called in one of his sonnets—
"emphatically a sonnet for the times"—
our ancient English dower of
inward happiness "may be something
which needs to be kept alive by those
who can tend it, like a sacred fire,
with a sense of hope, if not of realisa-
tion."

EARLIER TELEGRAMS.

(Reuter's Service to the China Mail.)

INFORMATIVE COMMUNIQUE.

LONDON, February 17th.
A communiqué from Paris, dated
February 17th, says:—
The Supreme War Council met to-day.
Marshal Foch informed the Ministers
of the acceptance by the Germans of the
conditions for the renewal of the Armis-
tice.

OBITUARY.

LONDON, February 17th.
Sir Willfrid Laurier is dead.

JELlicoe's ITINERARY.

LONDON, February 17th.
The Admiralty states:—
The following is the proposed itinerary
of the tour of Admiral Jellicoe by
H.M.S. New Zealand. The dates should
be regarded as purely tentative, depend-
ing mainly on whether the work in the
various dominions can be accomplished
in the time allowed:—Leave Portsmouth
on February 20th, arrive at Gibraltar on
February 24th, leave on February 25th,
arrive at Port Said on March 2nd, leave
on March 4th, arrive at Suez on March
4th, leave on March 5th, arrive at Bom-
bay on March 13th, leave about May
1st, arrive at Colombo on May 4th, leave
on May 5th, and arrive at Albany, King
George's Sound on May 15th.
Admiral Jellicoe probably disembarks
at Albany, proceeding to Melbourne and
Sydney, arriving at Sydney about May
31st.

The ships during June or July will
visit the principal ports in New Zea-
land, returning to Sydney to re-embark
Admiral Jellicoe about August 15th.
He will leave Sydney on August 16th,
arrive in New Zealand on August 25th,
leave about October 1st, and arrive at San
Francisco on October 20th, via Fiji,
Samoa, and Honolulu.
Admiral Jellicoe probably disembarks
at San Francisco for Ottawa.
VISIT TO HONGKONG EARLY NEXT
YEAR.

Admiral Jellicoe will leave British
Columbia about January 1st, next year,
and arrive at Honolulu on January 8th.
He will leave Honolulu on the 13th,
arriving at Yokohama on January 21st;
leave Yokohama on January 28th and
arrive at Hongkong on February 1st;
leave Hongkong on February 4th, arrive
at Singapore on February 8th; leave
Singapore on February 10th, and
arrive at Colombo on February 14th; leave
Colombo on February 18th, and arrive
at Bombay (Kalinin) on February
21st; leave Bombay on February 24th,
arrive at Madras on February 27th, and
leave on March 1st, and arrive at South Africa
on March 15th; leave South Africa on
April 1st, and arrive at St. Helena on
April 25th; leave St. Helena on April
28th, and arrive at Ascension Island on
May 1st; leave Ascension Island on
May 3rd, and arrive at St. Vincent
Island on May 5th, and arrived at Ply-
mouth on May 11th.

OFFICIAL "NEWS."

LONDON, February 17th.
A communiqué from Paris, dated
February 17th, says:—
The Reparation Commission met to-day
and received evidence regarding Italy,
Serbia, France and Belgium.

WHAT FRANCE KNOWS.

PARIS, February 17th.
A Havas message states:—
At a meeting of the Supreme Inter-
Allied War Council, M. Clemenceau made
a most emphatic statement that France
could not possibly permit any importation
of raw materials into Germany. The
French argument is that Germany has
already done most incalculable harm to
all French industries in the occupied re-
gions.

The French Government knows that
Germany is actually preparing a signa-
ture in an endeavour to crush
French commerce and industry the
moment the peace treaty is signed.

"UMER IS ACUMEN."

PARIS, February 17th.
A Havas message states:—
A decree establishes summer time as
from March 1st till October 31st.

PARIS TO WARSAW.

PARIS, February 17th.
A Havas message states:—
The first Paris to Warsaw express, via
Vienna, left Paris on Sunday evening.

DRASTIC TERMS.

PARIS, February 17th.
A Havas message states:—
The French Press and public every-
where discuss the remarkable situation
created by the publication of Marshal
Foch's new drastic peace terms.

"Paris, February 17th.
A Havas message states:—
In an interview, M. Clemenceau stated
that two methods were discussed for
crystallising the Armistice into terms
ensuring peace. One was to fix, at a
definite limit, German armaments; the
other, to raise the Allied demands for the
surrender of German war material, mak-
ing it impossible for Germany to equip
and maintain larger forces than were
approved by the Allies.

JAPAN WOULD RESENT.

PARIS, February 17th.
A Havas message states:—
Japan would resent the insult in case
she should be granted the Caroline
and Marshall Islands, after having play-
ed so important a naval and economic
part during the war.

HELPING CHINA TO HELP HERSELF.

In several important departments
of internal administration which have
been conducted with efficiency and
success, the Chinese owe much to
foreign guidance and genius. The
Maritime Customs, with which the
name of Sir Robert Hart, will always
be associated, and the Post Office are
the most notable instances, and now
to these must be added the Salt
Gabelle which, under the superin-
tendence of Sir Richard Dane, has
attained results which must be highly
gratifying to the Chinese Govern-
ment. On the eve of Sir Richard's
departure from China, it will be of
interest to survey the work that he
has accomplished during his five and
a-half years' residence in that coun-
try. To this end we are greatly
helped by a very excellent account
of his achievements during this
period, sent to "The Times" by
the Shanghai correspondent of that
journal. The Salt Gabelle, like
many other Chinese institutions, was
inefficiently controlled, with the re-
sult that there were many leakages
in the revenue it yielded to the
Central Government in Peking.
Fortunately for the Chinese Govern-
ment, one of the terms of the Re-
organisation Loan of 1913 stipulated
for the organising of the Salt Gabelle,
and Sir Richard Dane was appointed
to undertake the task. How success-
ful his efforts have been in this work
may not be generally appreciated,
and it is well, therefore, that the
facts should be put on record. At
the beginning of his regime his path
was beset with all sorts of difficulties.
Such Chinese system as was in exist-
ence was totally inadequate for the
control and collection of revenue,
and new methods from beginning to
end had to be created. Undaunted
by his colossal task, and with in-
finite patience, Sir Richard set to
work to overcome the conservatism
of the Chinese and to create order
out of chaos. The correspondent we
have quoted above tells us that he
travelled from one end of the country
to the other, and, despite ancient
vested interests, gradually succeeded
in breaking down the monopolies, co-
ordinating all the systems, institut-
ing a single tax at the place of origin,
and thereafter permitting salt to
travel free. When we remember the
inherent dislike of Chinese officials
and people to change of any sort
and the obstacles which they put in
the way of every suggested reform
we can better estimate the force,
energy and tact which Sir Richard
Dane must have brought to his work
to overcome so many drawbacks.

The measure of his success may be
gauged by the fact that before his
advent the revenue derived from
salt was estimated to be about
\$35,000,000. For the third com-
pleted year of Sir Richard's adminis-
tration it yielded \$72,000,000, of
which, after the service of the loan,
a surplus of \$52,000,000 remained
to the Government. The correspon-
dent alluded to above observes that
but for civil strife and the sequestra-
tion of the salt revenues by the
South-Western Provinces they would
probably have produced by now
\$100,000,000; and in the estimation
of some good judges the amount
would have been considerably higher.
The broad result of it all is that the
system which Sir Richard constructed
has not only satisfied every need
of the Reorganisation Loan, but has
produced an annual surplus which
rapidly became the mainstay of the
Government. There is one aspect
of his success which we should like
to emphasise, and that is that in
carrying out his work he has relied
largely on the assistance of Chinese
themselves, the number of foreigners
employed being relatively few. It
is stated that many districts are
wholly in the hands of Chinese with-
out the faintest detriment, thus com-
pletely upsetting all traditional be-
liefs as to the impossibility of ex-
pecting the honest administration of
public funds from the Chinese un-
controlled. Indeed, Sir Richard
Dane is very emphatic on the ability
of the Chinese to manage their own
affairs subject to little advice. The
secret of his success seems to be the
consistently sympathetic attitude he
adopted towards the Chinese.

THEY MAKE YOU FEEL GOOD.

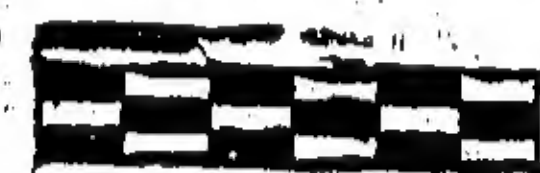
THE pleasant purgative effect experi-
enced after taking Chamberlain's
Tablets and the healthy condition of
body and mind to which they con-
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In our Jewellery Department, we have just received the latest
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A TRIUMPH OF CONCENTRATION.

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OBTAINED
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LEADING

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THE Undersigned has received instructions from the Mortgagees to sell by Public Auction at 3 o'clock P.M. on MONDAY the 2nd March 1919 at his sales rooms Duddell Street Hongkong.

All that piece or parcel of ground situate at Victoria in the Colony of Hongkong and registered in the Land Office as the Remaining Portion of Section B of Marine Lot No. 199 together with all messuages erections and buildings thereon now known as No. 288 Des Voeux Road West.

The lot is held for the unexpired residue of a term of 999 years created therein by an Indenture of Crown Lease of Marine Lot 199.

The annual Crown Rent \$21.00

For further particulars and conditions of sale apply to

Mr. S. W. TSO,
Solicitor for the Mortgagees
or the undersigned
GEO. P. LAMMERT,
Auctioneer.

Hongkong, Feb. 18, 1919.

WISEMAN, LTD.**DINNER DANCES**

FRIDAY, February 21st

MONDAY, February 24th

SATURDAY, March 1st

DINNER \$1.00

DANCE \$1.00

D. M. GOODALL,
MANAGER.

HONGKONG HOTEL.**RACE WEEK.**

DINNER DANCES WILL BE

HELD ON —

TUESDAY, 25th, February

AND

WEDNESDAY, 26th, February.

SPECIAL Table d'Hôte Menu, will be served in the MAIN DINING ROOM at \$2.50 per head and in the GRILL ROOM at \$3.50 per head.

ABLE BOOKINGS AT HOTEL

MAIN OFFICE.

J. H. TAGGART,
Manager.

Hongkong, February 18, 1919.

NOTICES TO CONSIGNEES**NOTICE TO CONSIGNEES.**

FROM HENANG AND SINGAPORE.

THE Steamship
"VAN WAERWIJCK"

having arrived from the above ports, Consignees of Cargo by her are hereby informed that all Goods are being landed at their risk into the hazardous and/or extra hazardous Godowns of the Hongkong and Kowloon Wharf and Godown Co., Ltd., whence and/or from the wharves, delivery may be obtained.

Goods not cleared by the 24th inst., at Noon, will be subject to rent.

All broken, chafed and damaged packages are to be left in the Godowns where they will be examined. Claims against the steamer must be presented within 10 days of arrival otherwise they will not be recognized.

No Fire Insurance will be effected by us in any case whatever.

Bills of Lading will be countersigned by JARDINE, MATHESON & Co., Ltd., Agents.

Hongkong, Feb. 18, 1919.

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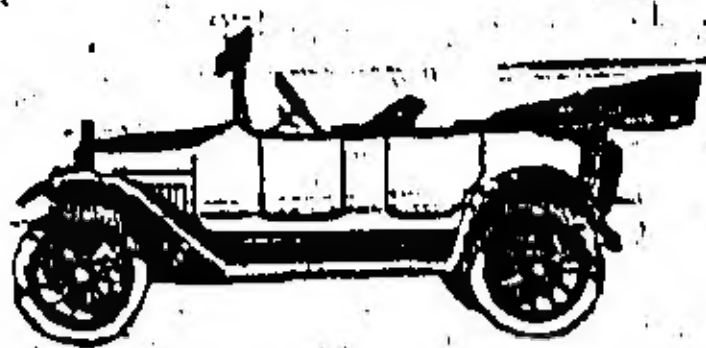
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BRITISH COLONIES

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FLY REGRUATING ON SUGAR.



When resting, the fly can often be observed to regurgitate the crop contents, until there is suspended from the end of the proboscis a drop of sugar as big as its head. This fluid is drawn in and set with sugar so long as the fly is undisturbed, but is dropped if it is disturbed. It is this drop of sugar which is the cause of the disease. A drop of Insectox may be deposited on the surface of food ready for human consumption, and the deposit may easily contain 5,000 water-borne bacilli or other intestinal infective organisms.

Well fed house-flies are capable of about once every five minutes.

"INSECTOX"

SUPPRESSES FLIES, MOSQUITOES &

OTHER INSECT DISEASE CARRIERS.

OUTRITS - 2/- REVILLS - \$1.30

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Every kind of Footwear

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Hongkong, March 20, 1914.

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In Blocks of 50 SHEETS.

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Four for One Dollar.

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Virginia
Cigarettes

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Quality



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an ideal of the manufac-
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Cigarettes.

Sold in
tins of 50's
25 Cigarettes
also
packets of 10's

**ARMY PROMOTION BY
SENIORITY.**

Promotion of Army officers by selection is to cease, and on December 15 the Army reverted to the old system of promotion by seniority. An Army Order states that this is being done because there is now an adequate officer cadre.

Another order announces a comb-out of officers serving at home who are surplus to requirements and least fitted for instructional purposes on account of age, unsuitability or physical disability, or because they have not seen active service.

Such officers will revert to unemployment or be required to resign.

**BROOME ("ELANGOR"),
RUBBER.**

The amount of dry rubber collected during the year was 417,544 lbs., which realised the gross average price of 2s. 2.96d. per lb. The cost of production was: F.O.B. shipping port, 1s. 1.45d. per lb.; sale charges, 4.98d. per lb.; directors' fees, 49d. per lb.; London office expenses, 51d. per lb.; interest, 0.5d. per lb.; total, 1s. 8.10d. per lb. The amount written off for depreciation, £1,350 0s. 11d., and equivalent to 78d. per lb., is not included in the above figure.

The manager estimates that the crop for the year to June 30, 1919, will be 450,000 lbs., but this figure is subject to revision owing to the uncertainty as regards obtaining freight. The net profit for the year is £10,548, to which is to be added the balance from the last account, £3,735, making a total of credit of profit and loss account of £14,283, which the directors propose shall be dealt with as follows:—Transferred to reserve, £5,000, and carried forward (subject to excess profits duty, if any), £9,283.

**CENSORSHIP AND MARTIAL
LAW.**

We hasten to endorse the following which appears in the "Straits Times": "The censorship has been abolished in Great Britain, but it appears to be still in force here, and we enter a formal protest against the liberty of the press being restricted, when there is no longer the excuse of public necessity. Furthermore, we would point out that for nearly four years this most peaceful portion of the King's dominions has been kept under martial law, which was put in force to meet a brief emergency, caused by the mutiny of the 5th Light Infantry, on February 15, 1915. The drastic powers of martial law have been held over the press all this time, and we have not protested. But the time has come to restore to us that freedom which is the birthright of every British subject. Martial law has been accurately defined as arbitrary power to override constitutional liberty. It is permitted only under conditions of extreme emergency, and the actual need of it ceased here long ago."

U-BOATS.

It is stated that the British Naval Commission has discovered 170 U-boats being constructed in Germany. Altogether 550 submarines have been built by the enemy, who is still busy building them. The Allies do not object because it is necessary to keep the workers employed and the vessels will be disposed of by the Allies when finished. 122 German submarines have been brought to British ports and 68 are still due.

BULLS.

"Bulls" are not confined to Irishmen, remarks the London "Sphere," and it cites these examples of English bulls: A member of Parliament implored the House not to take a "white elephant" under its wing; another complained that "the gentlemen sitting opposite are conspicuous by their absence;" a third remarked that "the Home Secretary shakes his head, and I am sorry to hear it;" Sir Richard Cross declared that he "heard a smile;" another baronet said, "Now, sir, that we have cleared all the barbed-wire fences, it is to be hoped that we are in smooth water at last." A Welsh member remarked, "We are only following in the footsteps of those who come after us."

GROG.

In a recent auction sale of books in New York City attention was called to a reprint copy of John Pope's "Tour of the Southern and Western Territories of the United States," published in 1792. Of the original book only two copies are known to exist. It abounds in quaint observations, one of which describes the author's ascent of the Alleghany Mountains in company with a wayfarer "who always took a morning drink of Grog from a Road-side Spring." The spread of prohibition a century after the book was written makes it seem likely that this kind of grog will soon be the only tipple of the region described.

The word "grog," it may be worth while to recall, became current some years before the publication of the book above named, though only one instance of its use prior to 1794 is given in the Oxford English Dictionary. Strangely enough, grog, which is now used as a rather opprobrious name for strong drink, was originally a diluted beverage for the sailors of the British navy, who had before received a ration of "neat spirit." It was named after Admiral Vernon, who introduced the innovation in 1740, and who, worse, a peculiar program cloak. If the ration was much diluted, it was called by the seamen, in contempt, "seven-water grog."

MR. HARRY LAUDER.

Mr. Harry Lauder, who sailed from England for America on the "Mau-tetania," is going on a farewell tour of the world, which he expects will last eighteen months. He goes via the United States and Canada to Australia, India, and South Africa, returning home to undertake a farewell tour of the "British" Isles. "Then," he told a Liverpool interviewer, "I retire to Glen Brauter, Strachur, Argyllshire (his Highland estate), to breed beef, mutton, wood, and wool."

MILK.

Great Britain has adopted drastic measures to provide milk for her babies, according to J. C. Waller in the "National Geographic Magazine." "If the adult patron of a public eating-house," he says, "buys and drinks a glass of milk as a beverage, he is liable to a fine of £5, and the proprietor subjects himself to a like penalty." The result has been that "the death rate among infants under five years old has been about one-half the rate in pre-war times. For the first time in the modern history of Britain there has been milk enough for all the babies, and good milk."

ABSENT-MINDED CANDIDATES.

Absent-minded candidates supplied the diverting feature of the last General Election, just as badly-informed ones, with unaccountable clichés, have in the present election added to the gaiety of nomination day.

Three gentlemen in 1910 strolled in with their papers long after the appointed hour, to be met with a grim smile by the returning officer. Perhaps, made wise, they have been first in the field in 1918. It may be that a candidate who does not take the trouble to acquaint himself with the elementary rules of the election tournament is better out of the lists.

A 16-YEAR-OLD O.B.E.

A 16-year-old boy was one of those who recently received the O.B.E. medal at Westminster Guildhall. In making the presentations, the Duke of Bedford said they were awarded for deeds quite as heroic as some performed on the battle-field.

The boy, Harold Kerridge, of Mount Pleasant-road, Tottenham, was in the drawing office of an Edmonton factory when he heard the hissing of burning powder. Knowing that the fire might reach the explosives he, at great personal risk, seized a hose and extinguished it.

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Hotel Mansions.

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ROSS'S BINOCULARS and TELESCOPES,

KELVIN'S NAUTICAL INSTRUMENTS,

BENSON'S ENGLISH WATCHES,

ENGLISH SILVERWARE, direct from Manufacturers,

High Class English Jewellery.

MACARONI, PASTE STARS, EGG NOODLES,**VERMICELLI**

AND ALL KINDS OF SOUP STUFFS.

LL our Pastes, Macaroni, Stars, and Egg Noodles are made from the Best Quality containing a large percentage of Gluten. Spices and Glutens are the principal components of Flour. Gluten is easier to digest and contains more nutriment than Starch. Manufactured under the most sanitary conditions.

Large quantities have been exported to various important cities in the World. Terms moderate, especially for Agencies. Orders executed promptly.

THE HING WAH PASTE MANUFACTURING CO., LTD.

Head Office: No. 47 and 48, Connaught Road, Central, Hongkong; Telephone 1839.

Principal Factory: No. 71, North Soochow Road, Shanghai, China; Telephone 3368.

Branch Factory: Wing King Street, Causeway Bay, Hongkong.

Cable address: "HING WAH."

BREEZY GARAGE.

Tel. No. 2459.

81, Des Voeux Road, Central.

THE CHASSIS, HODSON & OAKLAND MOTOR CARS

ON HIRE and FOR SALE

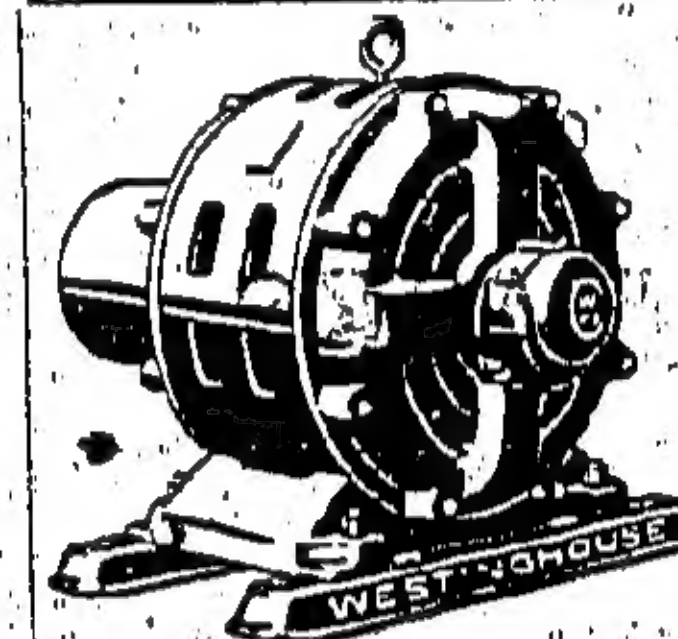
AT REASONABLE PRICES.

We have just received a large Consignment of

"CHILDREN'S SKUDDERS & CARS"

Inspection Solicited. Price moderate.

Motor Car and Cycle Repairing is our SPECIALTY.

**MOTORS**

at present in
Stock.

**GERIN,
DREVARD & CO.**

Tel. 114.

HOTELS AND CAFES.**THE HONGKONG HOTEL**

AND
GRILL ROOM

J. H. TAGGART

MANAGER

THE PEAK HOTEL.

1,500 Feet above Sea Level.

15 Minutes from Landing Stage.

Under the Management of—

Mrs. BLAIR.

KING EDWARD HOTEL**CENTRAL LOCATION**

ALL ELECTRIC TRAMS Pass Entrance, Electric Lifts, Fans and Lighting throughout. Bath and Sanitary Fixings, Hot and Cold Water System throughout. Best of Food and Service.

Telephone 373. Telegraphic Address: "VICTORIA."

J. WITCHELL, Manager.

PALACE HOTEL

ROWLOON.

(Two minutes from Star Ferry).

Recently renovated and refurbished, electric lift and fans throughout and entirely under new management. Cuisine under the personal supervision of the proprietor. Bar and Billiard Rooms. Terms moderate. Special terms to families on application to

Telephone K. 3. Telegraphic Address: "PALACE."

J. H. OXBERRY, Proprietor.

CARLTON HOTEL.

(THE ONLY AMERICAN HOTEL IN THE COLONY.)

ICE HOUSE STREET.

Under American Management. Nice and quiet yet only a few minutes walk from the Banks and Central District. 43 Bedrooms, Excellent Cuisine, scrupulously clean. Moderate Terms. Monthly and Family Rates on application to the Proprietress. Lunches most Passenger Boats.

Telegraphic Address "CARLTON." MRS. F. E. CAMERON.

**BLUE
BIRD**

CONFECTONERS
& CATERERS

ICE CREAM

PABLOUR.

**HOT and COLD
DRINKS.**

ALSO

DEALERS IN

Ginibals and Orange

Blossom

American Chocolates.

Assorted Fancy Cakes.

Old Post Office Building,
Queen's Road & Pedder Street.

TANG YUK, Designer.

Successor to

the late SIEH TING.

14, D'ARVILLE STREET.

TERMS VERY MODERATE

On consultation free.

FRENCH LESSONS

G. MOUSSON.

15, Morrison Hill Road.



Hughes & Hough

AUCTIONEERS TO THE GOVERNMENT

General Auctioneers
Shares, Coal and General
Produce Brokers and
Commission Agents.

PROPRIETORS
"Te-Kwa-Wan" Coal Storage.

Codes used
Bentley's
A. B. C. 4th & 5th Editions.
A. 1 Telegraphic Code.

Telegraphic Address
"HUGHES & HOUGH"
HONGKONG.

PUBLIC AUCTIONS

THE Undersigned have received instructions to sell by Public Auction (FOR ACCOUNT OF THE CONCERNED),

FRIDAY,

February 21, 1919, at 10.30 a.m. at their Sales Rooms, No. 8, Des Vaux Road, Corner of Ice House Street.

Valuable Household Furniture, Cures, Ornaments, &c., &c. removed to salerooms for convenience of sale.

Terms:—Cash.

HUGHES & HOUGH, Auctioneers.
Hongkong, Feb. 17, 1919.

(For Account of the Concerned),

THURSDAY,

February 27, 1919, commencing at 2.30 p.m., at their Sales Rooms, No. 8, Des Vaux Road, Corner of Ice House Street.

TEAKWOOD AND BLACKWOOD FURNITURE, BRASS AND BRASS-MOUNTED DOUBLE AND TWIN BEDSTADS, CURTAINS, CARPETS, &c., &c.

Comprising:—
Two Chesterfield Sofas and Arm-chairs (new), Folding Card and Occasional Tables, One Upholstered Suite, Bedroom Furniture, comprising Teakwood Twin Bedsteads, large and small Wardrobes, Dressing Tables, Washstands, &c., (lumped Teakwood) Sideboards, Dinner Waggon, Extension Dining Tables and Chairs, &c., Dinner Services, Crockery, and good Glass Ware, Cooking Stoves, Cutlery, &c. Bath Room Utensils, Electro-Plated Ware.

Electric Reading Lamps, Blackwood and Teakwood Screens, a quantity of Blackwood Furniture, including 1 large Blackwood Screen Blue and white Panels, Side Tables, Chairs, Cabinets, Pictures, Tennis Poles and Net, Several Carpets new and second-hand.

Also
Treadle Sewing Machine (nearly new), by Wilcox & Gibbs with all accessories, 1 Piano by Ernest Kaps. Dresden in very good condition and one "Reliance" Typewriter (new).
(Full Particulars from Catalogue).

Terms:—Cash.

HUGHES & HOUGH, Auctioneers.

Hongkong, Feb. 18, 1919.

(FOR ACCOUNT OF THE CONCERNED),

FRIDAY,

February 28, 1919, at 11 a.m., at No. 2 Humphreys Building, Kowloon.

THE SUNDAY

VALUABLE HOUSEHOLD FURNITURE,

&c., &c., &c.

therein contained.

including:—

Large Chesterfield Sofa and Arm-chairs (English make), a few pieces of Blackwood Furniture, etc.

Large Brass Bedstead, Wardrobes, Toilet Table, Washstand,

&c., &c., &c.

Electric Fittings and Sunblinds.

On view day of sale.

Terms:—Cash.

HUGHES & HOUGH, Auctioneers.

Hongkong, February 16, 1919.

THE Undersigned have received instructions to sell

At their Sales Rooms, No. 8, Des Vaux Road, Corner of Ice House Street.

One Upright cottage Piano especially made for the climate by Francis Beeson, New York, (Practically new).

One Boudoir Grand Piano by Collard & Collard in good condition.

Particulars from the undersigned.

Terms:—Cash.

HUGHES & HOUGH, Auctioneers.

Hongkong, Feb. 5, 1919.

PUBLIC AUCTIONS.

THE Undersigned have received instructions to sell by Public Auction (For Account of the Concerned),

ON THURSDAY,

February 27, 1919, commencing at 2.30 p.m., at their Sales Rooms, No. 8, Des Vaux Road, Corner of Ice House Street.

A QUANTITY OF

USEFUL HOUSEHOLD LINENS,

DRAWN WORK, & EMBROIDERIES,

Comprising:—

HOUSEHOLD LINENS:—Single and Double Plain and Hemstitched Sheets, Pillow Cases, Double White Bathing Linen, Damask Serviettes, Glass Cloths, Bath Towels, Face Towels, &c., &c.

DRAWN WORK:—Bedspreads, Pillow Cases, Tray Cloths &c. &c.

EMBROIDERIES:—Bedspreads, Table Covers, Tea Cloths, Runners 18 by 54 in.

A few lots of Attache Cases and Bellow Valises.

(All new goods and small lots to suit purchasers).

Terms:—Cash.

HUGHES & HOUGH, Auctioneers.

Hongkong, Feb. 19, 1919.

NOTICE.

THE Pass Office will be removed from the Central Police Station to the top floor POST OFFICE BUILDING on the 18th inst. From that onwards Permits to leave the Colony will be issued from there and not at the Central Police Station.

ALL PERSONS with the exception of those of Chinese race desiring to leave the Colony should apply in person between the hours of 9 a.m. to 1 p.m. and 2 p.m. to 4 p.m. daily.

Applicants will be required to produce Passports or identification papers. All persons, with certain exceptions, who remain in the Colony for more than 14 days are required to register themselves under the REGISTRATION OF PERSONS ORDINANCE 1918. Forms of Registration giving the particulars required may be obtained at the G.P.O. and at all Police Stations.

The Penalty for non-compliance is a fine not exceeding \$50.

FARES FOR PUBLIC VEHICLES.

CHAIRS.

I.—In Victoria with two Bearers.

Quarter hour, ... 10 cents

Half hour, ... 20 "

One hour, ... 35 "

Three hours, ... 70 "

Six hours, ... 100 "

Day (8 a.m. to 8 p.m.), ... \$1.00

If the trip is extended beyond Victoria, half fare extra.

Between the hours of 8.30 p.m. and 6 a.m. the above fares shall be increased by 50 per centum.

II.—Beyond Victoria, with four Bearers.

Hour, ... 60 cents

Three hours, ... 1.50

Six hours, ... 2.00

Day (8 a.m. to 8 p.m.), ... 2.00

III.—In the Hill District with 2 Bearers.

Quarter hour, ... \$0.15

Half hour, ... 0.20

One hour, ... 0.30

Two hours, ... 0.60

Three hours, ... 0.70

Six hours, ... 1.00

Day (8 a.m. to 8 p.m.), ... 1.50

IV.—In the Island of Hongkong, if engaged in Victoria.

Ten minutes, ... 5 cents

Quarter hour, ... 10 "

Half hour, ... 15 "

One hour, ... 20 "

Every Subsequent hour, ... 20 "

Note.—If the vehicle be engaged within the City of Victoria, and be discharged outside the Western part of the City of Victoria after 9 p.m., or be discharged to the East of Bay View Police Station on the Eastern side of the City of Victoria after 9 p.m., an extra half fare shall be chargeable.

II.—In Kowloon.

Quarter hour, ... 5 cents

Half hour, ... 10 "

One hour, ... 20 "

Every subsequent hour, ... 10 "

III.—Taipei Road.

Twenty cents shall be added for each extra hour or part of an hour if the hire exceeds the journey to take longer than 10 minutes.

To 4th mile—single ... 75 cents ... 1 hour.

return ... \$1.00 ... 2 hours.

Beyond 4th to 6th mile—single ... \$1.20 ... 2 hours.

return ... \$1.50 ... 4 "

Beyond 6th to 8th mile—single ... \$1.75 ... 2 hours.

return ... \$2.00 ... 4 "

Beyond 8th to 10th mile—single ... \$2.00 ... 2 hours.

return ... \$2.50 ... 4 "

Fares for journeys beyond the 10th mile to be a matter of previous arrangement in each case.

The fares here set out to apply to one ricksha with three coolies from Tsai Sha Tsui.

WANT ADVERTISEMENTS

25 WORDS 3 INSERTIONS.
\$1. PREPAID.
Every additional 5 words 4 Cents.

FOR SALE.

FOR SALE—LAND and HOUSES at the Peak Hongkong and Kowloon. Apply Box No. 106 c/o "China Mail."

TO LET.

TO LET—No. 4 The Peak (Bahar Lodge). Fully FURNISHED. Apply to—H. A. LAMBERT.

TO LET.

A SHOP in Nathan Road, Kowloon.

Apply to—HUMPHREYS ESTATE & FINANCE CO., LTD.

Alexandra Buildings, Hongkong, Jan. 12, 1919.

LOST.

A BLACK SPANIEL PUPPY (BITCH) aged about 5 months. White patch on chest. A reward will be given on finding returning name. D. J. LEWIS, Lauristea.

NOTICES.

HONGKONG & SHANGHAI BANKING CORPORATION.

NOTICE IS HEREBY GIVEN THAT THE ORDINARY YEARLY MEETING OF THE SHAREHOLDERS OF THE CORPORATION will be held at the CITY HALL, Hongkong, on SATURDAY, the 22nd day of February, 1919, at Noon, for the purpose of receiving the Report of the Court of Directors together with a statement of Accounts for the year ending December 31, 1918.

The REGISTER OF SHARES of the Corporation will be CLOSED from MONDAY, February 10, to SATURDAY, February 22, 1919, (both days inclusive), during which period no transfer of shares can be registered.

By Order of the Court of Directors,
N. J. STABB,
Chief Manager.

Hongkong, February 4, 1919.

THE HONGKONG HOTEL CO., LIMITED.

NOTICE IS HEREBY GIVEN THAT AN EXTRAORDINARY GENERAL MEETING of the above Company will be held at the REGISTERED OFFICE of the Company, Pedder Street, Victoria, in the Colony of Hongkong, on FRIDAY, the 28th day of February, 1919, at Noon, when the subjoined resolution which was passed at the Extraordinary General Meeting of the Company held on the 8th day of February, 1919, will be submitted for confirmation as a Special Resolution:—

"That the Articles of Association be altered in manner following, viz:—

"In Article 82 the word 'five' shall be substituted for the word 'four'."

The effect of this resolution will be to increase the maximum number of Directors from four to five.

Dated the Fourteenth day of February, 1919.

By Order of the Board,
J. E. TAGGART,
Secretary and Manager.

Hongkong, Feb. 14, 1919.

HONGKONG HOTEL CO., LTD.

NOTICE IS HEREBY GIVEN THAT THE ORDINARY YEARLY MEETING OF THE SHAREHOLDERS OF THE COMPANY will be held at the Company's Hotel, Hongkong, on FRIDAY, 28th February, 1919, at 12.15 p.m. for the purpose of receiving the Report of the Board of Directors together with a Statement of Accounts for the year ending 31st December 1918.

THE REGISTER OF SHARES of the Company will be CLOSED from FRIDAY, 21st February to FRIDAY, 28th February, 1919, (both days inclusive) during which period no TRANSFER OF SHARES can be REGISTERED.

By Order of the Board of Directors,
J. H. TAGGART,
Manager.

Hongkong, Feb. 13, 1919.

THE NEW FRENCH REMEDY.

THERAPION NO. 1

THERAPION NO. 2

THERAPION NO. 3

No. 1 for Rheumatism. No. 2 for Gout. No. 3 for Gravel.

These Remedies are sold by all Chemists and Druggists. They are the only Remedies which cure the above ailments without the use of any other medicine.

They are the only Remedies which cure the above ailments without the use of any other medicine.

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ON SHIP'S NAMES.

The practice adopted by our great Shipping Companies of naming some of their vessels after foreign countries and places, with many of which they are not and never can be connected in trade, is a conceit of the cosmopolitanism to which we, almost alone among the nations, are addicted. Its inconvenience became apparent when the war broke out and the foreign country became an enemy country. An Index Expurgatorius had to be set up, as it was obviously improper that there should be a 'Galicia,' a 'Carinthia,' an 'Elbe,' a 'Danube,' a 'Teutonic,' or a 'German' aloft under the Blue or the Red Ensign. No vessel is allowed to go to sea under an alias. Her name cannot be changed by the stroke of a clerk's pen, but must adhere to it until the proposed alteration has been publicly advertised and sanctioned by the Board of Trade. During the autumn of 1914 and the following winter not a few ships were thus permitted to shed their names and to reappear upon the undulating ocean under appellations more appropriate to the flag which they flew.

Subject to this inconvenience a ship may suitably take her name from an alien country to which she usually carries passengers or with which she usually trades; but to name ship after an inland kingdom and a province of Italy which has no seaboard, as was done in the case of two of the earlier fast Atlantic liners, the 'Serbia' and the 'Umbria,' is paradoxical. Other examples in the past or present Cunard fleet are the ill-fated 'Lusitania,' the 'Mauretania,' and the 'Aurania.' 'Lusitania' is postical for Portugal, but neither 'Mauretania' nor 'Aurania' can be found in the atlas. The Cunard Company standardises its ship names to the extent that they must all be nouns with the classical caudal appendage—'ia,' and the longer the word the more does it seem to suit the fancy of travellers by sea, who prefer a ship bearing a sonorously polysyllabic name, and who would not be so readily inclined to take their passage on one of equal tonnage, speed and comfort, but having the homely British word 'Liverpool,' 'Newcastle' or 'Bath' in brass letters on her bows and stern.

As the Cunard Company insists upon the use of nouns for the nomenclature of its fleet, so likewise does the White Star Company insist upon adjectives, and these must all end in 'ic.' To this tail is attached a miscellaneous assortment of mythological, ethnological, geographical and nomenclature prefixes. There was a 'Titanic,' there is a 'Majestic,' a 'Coptic,' an 'Adriatic,' and even a 'Bovic,' but there is not yet an 'Hippic,' an 'Avic,' or a 'Piscic.' A story, which is not true at least ben trovato, is told that an official of the Company was heard complaining that the fleet was 'increasing so rapidly that it was difficult to find names for three new ships about to be launched, and that a sarcastic person, who no doubt had suffered from mal de mer and other discomforts of the Atlantic voyage, protested that the difficulty was imaginary. 'Why not call your three new ships the 'Dyspeptic,' the 'Rheumatic' and the 'Emetic'?' There does not seem to be any good reason why ship names should be drawn from two parts of speech only, or why adjectives or even prepositions should not be impressed into the service. For an Atlantic liner making her round trip to New York within a fortnight, 'To and Fro' would be an appropriate name; while the humble 'ramp' steaming on no customary track, but nosing for cargo wherever it was to be found, might be aptly named 'Here and There.'

The aristocratic P and O Company, the chief shuttle in the loom of Empire, for many years refrained from fancy nomenclature, but named their ships with especial regard to the ships with which it traded. Thus the 'Delta' and the 'Massilia' marked the period before the Suez Canal was opened, and when the mails were carried from Marseilles to Alexandria and then to Suez by the overland route. Of late years, however, it has adopted what may be termed—to borrow a metaphor from the Recruiting Office—a Group or Class system. An 'M' group and also an 'N' group were launched; each of which was composed of vessels built about the same time and for particular services. In the same group with a 'Mooltan' was a 'Majola.' 'Mooltan' is an appropriate name for a ship carrying mails and passengers to Hindustan; but 'Majola,' a pass in Switzerland over which a few travellers and Alpinists struggle in the 'difficult heights of the iced mountain air,' is the absolute antithesis of an ocean liner. Similarly, in order to fill up the 'N' group a Walloon city was violently vrenched from the land and made floatam upon the Bay of Bengal, when the 'Namur' on her maiden voyage steamed away from Madras with her course set to the mouth of the Hugli.

The first large ships of the British Navy to be lost in the present war were the 'Cressy,' the 'Hogue' and the 'Aboukir.' It would seem that Nemesis had ordained that ships bearing the names of Victories over our present Ally, across the Channel must take no part in it.—(Ex.)

BRIEF RUBBER ESTATE.

The tenth ordinary general meeting of the Brief Rubber Estate, Limited, was held at London, Mr. E. E. Moreau (Chairman of the company) presiding. The Chairman said: Gentlemen, the directors' report and accounts of the company for its last financial year having been circulated to all shareholders, you will doubtless allow me to take them as read. The actual audited accounts of the company are submitted in full detail as usual; but the abbreviated report and the omission of much that shareholders have been accustomed to is accounted for by the necessity of conserving paper and reducing expenditure. Referring to the balance sheet, you will find our capital unaltered; but our estate, development reserve is increased to £10,500 by the addition thereto of the £1,500 allocated from the previous year's profits; and, as our capital expenditure account now stands at £55,431 11s. 4d., we have £4,853 8s. 8d. of this £10,500 still available for upkeep of our immature area and further extension. Our liquid assets amounted to £13,514 7s. 2

SPEY ROYAL SCOTCH WHISKY.

10 Years Old.

SOLE AGENTS:

A. S. WATSON & CO., LTD.,

WINE AND SPIRIT MERCHANTS.

Telephone 116.

Powell Ltd.
TELEPHONE 346

FURNISH

Tapestries
Velvets
Serges
Curtains
Printed Fabrics
Cretonnes
Table Covers
Bedspreads
Down Quilts
Blankets
Linens

SAMPLES WILLINGLY.

BIRTH.

SORENSEN.—On February 19, at 127, the Peak, to Mr. and Mrs. A. S. Sorensen, a daughter.

The China Mail.

"TRUTH, JUSTICE, PUBLIC SERVICE."

HONGKONG, THURSDAY, Feb. 20, 1919.

WINNERS AND LOSERS.

Some of the Germans, as was to be expected, are saying that we didn't beat them in a military sense, but only in an economic sense. Let them have it as they like it, so long as they were beaten. Nobody doubts that in simple plain English they were defeated when they asked for the armistice, and it seems almost a pity that some of our friends should appear over anxious to prove what everybody knows. That fearfully involved telegram in Tuesday's "China Mail," which told how somebody at a meeting said that somebody else at another meeting had mentioned a telegram from Hindenburg to the effect that he must surrender if they didn't, was scarcely necessary or advisable. It is always unwise to prove too much. It must still be left to the future historian to say who really won the war, because nobody knows yet until all the effects are evident. It is possible to win a war and lose by it, as past history shows. If, for argument's sake, it should appear in a few years' time that the people who won are worse off, and the people who lost are better off, then it will have to be said that the winners were the losers, and the losers really winners. In church this would be understood, and the text about the man who gains the whole world and loses his own soul would be applied.

It is too soon to say that the German people have gained a soul. If this war have cleared their minds of the cant of chauvinism; opened their eyes to true democratic principles, and set their feet in the path of genuine civilization, then indeed they will have gained greatly by losing. There is hope for them; but

at present, as we have said, there is no definite trend, and we must wait and see.

So far as our own people are concerned, we are in no hurry to write a jeremiad accusing them of losing by winning. We believe better things of them. We have (quite uncoloured by prejudice due to the accident of belonging to them) considerable confidence in the breed, and in the natural cumulative effect of their long history of aspirations. A nation, it must be remembered, acquires character in course of time very much as a man does. The process is analogous. But this applies to the more moral section of society, which may be a majority or a minority. The forces of reaction have a knack of survival which certainly does not prove their "fitness" in a moral sense.

At present our country is in the power, temporarily, of a set of men who thought the old political tricks worth while. If there had been nothing else against them but the way they rushed and engineered the last General Election, that was still amply sufficient to prove them unworthy and unfit to face the great opportunities of the time. Nero fiddling while Rome burned was a less disgusting sight than these Party tacticians pulling wires while their country was in labour with a new and healthy offspring—which may or may not have miscarried as a consequence. If all tales be true, the conspirators now propose to strengthen their position by using the moribund House of Lords and adapting it to their purposes. Of Lloyd-George in particular this is almost unbelievable, but we know how personal ambition can sometimes carry a good man into bad ways. Any attempt permanently to "grab" the dearly-earned liberty of the British people is, we think, doomed to sure failure, with appropriate obloquy for its authors. In spite of many archaic blemishes on our constitution, foolish relics of stupid sentiment, we had until this war come more real freedom than any other people on earth. Encroachments on that sacred freedom, some less necessary than others, but all supposed to be essential to the winning of the war, were borne with a patience that may have led some people to misjudge the character of the nation. That they will not tolerate such encroachments now that the necessity, alleged or real, is undoubtedly past; that they will resist any attempted restoration of privilege; that, in fact, by hook or by crook, by evolution or even revolution, our great people will insist upon resuming its march towards the old ideals and the old goal, these things are as sure as that apples grow on apple trees. In that case it will not lose, by victory even, by the victory snatched by the politicians.

With the untheatrical endeavours of those in control of almost every other line of commodity to give relief to the long-suffering people, this action of Japanese coal controllers in persisting in raising still further their coal prices amounts to the quintessence of exploitation.

LOCAL AND GENERAL.

No change in to-day's dollar. Still 3/1 11-16.

Two more cases of cerebro-spinal fever are on to-day's return, one of them fatal.

Canton's new maloo, or main road, is to be 100 feet wide, with 20 foot sidewalks on each side.

Construction of a railway between Changchow and Shima in Fukien is to begin shortly, says a Canton paper.

The French Consul at Canton has published a notice that Germans will not be eligible as electors of the French Municipality.

Mr. Kan Chao-nam, the manager of the Nanyang Tobacco Company at Canton has contributed \$50,000 to the Food Relief Association.

In the Billiard Championship contest now proceeding at the V.R.C., Sgt. Drummond beat Sgt. Davis. There were no big breaks. To-night Tai Ming Tak plays S.P. Law.

A League of Young Koreans has issued a Declaration of Independence, and is working for "self-determination" for Korea. Really, somebody ought to feel sorry for Japan.

The Canton Governor ordered the opening of a granary yesterday, to ease the rice dearth. Three thousand piculs were ground, leaving 5,000 still in the granary.

Anti-Japanese lecturers are going strong in the Canton district. The missionaries are said to be helping. Store-keepers in Canton are being asked not to sell Japanese goods.

An epigram maker on the "Canton Times" scores a bull occasionally. He says the Covenant of the League of Nations reads like a Declaration of Interdependence.

Koo Tau Shan in Sunwui district is a stronghold of armed robbers. The commander of the Kongmoon troops has been given a month to clear them out. He should be given a year if he doesn't.

It is said that a missionary tried to obtain a monopoly from the Chinese Government for the sale of gramophones in central China. Reproached for this attempt to "lay up treasures," he explained that he wished to fit them all with hymns.

The Pacific Mail steamer Colombia left Manila on Tuesday morning, and was due this afternoon. She will probably leave here for San Francisco, via Shanghai, Japan, and Honolulu, on Wednesday Feb. 25, sailing about 4 p.m.

The notices lately posted all over town advising traffic to keep to the left are puzzling some people. At first sight they seem to refer to foot passengers on the sidewalks, who have hitherto been supposed to keep to the right. Not that it matters much. No amount of notices, ambiguous or otherwise, seem to help. Sharp elbows or police truncheons are more effective.

It is proposed to give a performance of Stainer's "The Crucifixion" in St. John's Cathedral on Good Friday evening and a large choir is being formed for the occasion. Singers who desire to take part are invited to send their names to Mr. J. W. White, F.W.D., as early as possible. The first rehearsal will be held in the Cathedral on Thursday, March 6, at 6 p.m.

The new China! Mr. W. S. Lun, chief engineer to the Canton Municipal Council, lectured recently there on municipal duties and civic improvements. "Our people will gladly submit to taxation when they become assured that the money is for the benefit of the community." So said Mr. Lun, who is a civil engineer trained in England. Perhaps he noticed that English taxpayers were like that? Perhaps not.

THE PRICE OF COAL.

It is a remarkable fact that, with freight rates decidedly on the decrease, Japanese coal should cost as much in Hongkong now as it did prior to the armistice. This, apparently, is due to nothing more nor less than the grasping, profiteering instincts of the mine owners individually and the coal combine collectively.

Granted that economic reasons in 1916-17-18 justified the 100 per cent increase in the f.o.b. Japan price, since the signing of the armistice nothing has occurred to warrant a further increase in inverse ratio to decreasing freight rates.

With the untheatrical endeavours of those in control of almost every other line of commodity to give relief to the long-suffering people, this action of Japanese coal controllers in persisting in raising still further their coal prices amounts to the quintessence of exploitation.

"LAND AND LABOUR"

MR. MCGUIGAN'S TIMELY LECTURE.

A large audience was present last night at the Soldiers' and Sailors' Club, Wantai, to hear the Lecture on "Land and Labour," given by Mr. J. H. McGuigan. The Rev. T. Robinson presided and in introducing the speaker said the subject before the audience was one of the greatest importance and he was sure that in Mr. McGuigan they would find a speaker with a deep knowledge of his subject. There are lectures and lectures. We are accustomed to lectures that appear to be produced by turning a handle. We know the lecture which is designed to show chiefly how wise the lecturer is without imparting any of the wisdom. There is the perfunctory lecture, the lecture diffuse, the lecture dull, and the lecture flashy. There is also, sometimes, the lecture that is a lecture, the lecture that is worth while; and this lecture was of that order. It was meaty and instructive. It was well-shapen, fired with eloquence and spirit; it had punch. In effect, it was the sort of lecture we enjoy.

Opening with an allusion to the conspicuous failure of Christianity to inspire Christendom, he passed on to mention the relation between education and power in Russia, and showed that to influence effects reformers must deal with causes. International war was probably now over for some time to come: the menace now was class war. [Compelled to condense, the "China Mail" is paraphrasing the lecture. Where the lecturer's own words are used, they will be indicated by quotation marks.] The gulf between the upper and lower classes is real and wide. The upper class-consciousness is deep seated—they appear to have absolutely no conception of human brotherhood. Until recently the lower classes were ignorant and servile. Now and then, when the shoe pinched, they protested with actions more or less concerted. These earlier strikes were usually settled by doles. Sometimes they got nothing for their pains. This left the seed of bitterness. Since the lower classes got education, their views are different. They have now a different class-consciousness, no longer servile. They realize the conditions better in view of what might and ought to be. They now demand rights where formerly they begged for doles. They see the inertia of the others, the stubborn clinging to the old class superiority, and this increases their determination, making them occasionally support very extreme proposals. "Among the younger and better educated workers there is the keenest sense of injustice, the greatest discontent, and the strongest feeling of class antagonism." So far are they from regarding the aristocracy as superior, they denounce them as parasites, "descendants of a long line of hereditary imposters." The conviction is that their interests are diametrically opposed, and this involves a movement in favour of a transference of power.

"The economic conditions that are squeezing second class passengers out of steamships and railway trains and forcing them to travel either first or third are also squeezing moderate or middle class representatives out of the political arena and forcing them to take one or the other side in the struggle." The struggle is now on. How it will proceed depends on future events. If constitutional action should improve the conditions, the workers will be content to continue constitutionally, and the others would hardly fight. If not, there is sure to be revolution, for the workers will fight. If the churches worked now for peace, they would not have to pray in vain for it later on. Human wants are progressive. Wanting food first, he next needs clothes. Getting these, he wants a habitation. What satisfied the ox satisfies the ox and ass of to-day, and will probably satisfy the ox and the ass of a thousand years hence. Man is different. He wants better food, better clothes. With bare needs satisfied, he desires comfort, and after that pleasure and joy in life. This is the mark of the progressive animal. The earth contains all he needs. All he has used returns to the earth to be re-transmuted for use again. There is enough for all men. This brought in the great point, that of the Land. When the natural resources of land are tapped by the human hand and brain, we call the product Wealth. Undeveloped wealth was covered by the term Land. Thus building material, hewn and shaped is Wealth; the rock still in the quarry is Land. The term for the exertion which changed Land into Wealth must be called Labour, whether it be mental or physical. It is usually both. This prepared them for the proposition: "All Wealth is produced from Land by Labour." In natural conditions, labour got the wealth it produced. The man who went fishing got the fish. The man who looked on from the shore did not.

Abraham Lincoln said that "if nature had intended one set of men to do all the work and another set of men to enjoy the product, she would have made the man who was intended to work all arms and legs without back and stomach, and the man who was intended to enjoy the product would have been made

A PROPER SENTENCE.

The Chinese who was arrested in Yumtut for having a loaded revolver was this morning sentenced to 12 months' hard labour by Mr. J. R. Woods.

UNTRUSTWORTHY POLICE-MAN.

Mr. T. H. King, A.S.P., this morning appeared before Mr. R. E. Lind-sell to prosecute a Chinese constable who was discovered in a coolie house when he was supposed to be on duty. A factor which contributed to the seriousness of the offence was that he was wearing his Service revolver and the house which he visited was known by the Police to be frequented by bad characters. It was during a raid made by the Police on the place in search of these people, that the constable was found hob-nobbing with the inmates. The constable, through his lawyer, Mr. D. J. Lewis, said that as constables were forbidden to enter tea-houses while on duty, he went to the place, not because he was acquainted with the people, but because he wanted a cup of tea.

His Worship sentenced the constable to one month's imprisonment and gave him the option of a \$50 fine.

all stomach without arms and legs, but seeing that every man with a back and stomach had a pair of arms and legs, he concluded that a man's arms and legs were intended to work for his back and stomach." [Laughter and applause.]

If the proposition were denied, how could they maintain the contrary? How prove a man's right to own the product of some other man's labour? If a strong man could force a weaker man to labour for him, what became of the commandment, "Thou shalt not steal?"

Labour beyond a certain point becomes disagreeable. This makes a man wish for as much wealth as possible for his labour. His ideal is the highest product for the least work. The real object of invention, of machinery, was to reduce work, not to make more.

The power of labour to produce wealth had increased enormously, but the wealth of the labourer had not. Machinery had neither lightened his toil nor increased his wealth.

A reference to infant mortality in labouring towns was backed with the tragic reflection: "Perhaps under present conditions it is better they should die than live, and like 'city children' soak and blacken soul and sense in city slums."

Then followed a mass of evidence as to these conditions, which ought to be as revolting as were the accounts of the German atrocities; but somehow our people are deaf to them. Familiarity has bred contempt.

The lecturer quoted Sir Auckland Geddes as saying: "I do not wonder that there has been no revolution years ago."

In 1908 more than one third of the entire income of the United Kingdom was enjoyed by about three per cent. of its population; and about half of it by about 12 per cent.

[The present system was left over from the old time when might was right and robbery was legal. We have abolished might in favour of right, but have not restored the stolen goods. In other words, we have given verdict for the plaintiff, but allowed the defendant to stick to the loot.]

Land should not be private property. It enabled the land-owner to grab too much of the wealth produced. This is divided into two shares, one called Rent, the other Wages. There was no question of abolishing Rent, which was an inevitable method of measuring differences in quality of land; but the division of wealth into rent and wages must be adjusted.

[See "Six Centuries of work and wages," by Professor Thorold Rogers, one of the books quoted by the lecturer.]

When the *Lusitania* was run-ning under full steam she consumed 70 tons of coal per hour or 1,680 tons per day. On the round trip from Liverpool to New York and back she consumed 16,800 tons of coal. The royalty paid on some Welsh steam coal amounts to 3s. 3d. per ton. At 1s. per ton the royalty would be £840 for the round trip. The wages of 120 coal trim-mers was £180, of 192 firemen £320, and of 21 greasers £33 10s. The total wages of 333 men was only £538 10s. against £840 royalty or rent paid to the land-owner.

Running through Tredgar Park, near Newport, Mon., is a mile of railway, whereon the owner of the Park has a right to levy toll upon coal, iron ore, and other minerals. The land on each side is only of agricultural value, but that park-mile brings to the owner an income of about £13,000 a year.

The days of Dick Turpin are gone, but not of Turpin's procedure. Only the methods have changed: the effects remain the same.

At the end of the lecture, there was some discussion, by about half a dozen members of the audience; all of whom seemed to be in full sympathy with the views of the lecturer.

HONGKONG RACES.

TRAINING NOTES.

The course this morning was very fast and in excellent condition, this together with the wind which was behind the ponies on the straight, being responsible for the fact that some of the times were five or six seconds better than on the previous day. For the Derby, Greymouth, Footlight and Wisdom are being most fancied at present. The only other Derby ponies receiving attention are Valley King and Alexander. Club and Spade are two good Subs and if they run together it is likely to be very close.

This morning's times are as follows:

DERBY PONIES.

Grouse. One mile and a quarter. 34; 1.8.3; 1.42.3; 2.17; 2.50. Wisdom and Alexander. One mile and a quarter. 34.2; 1.8.4; 1.43; 2.17.2; Wisdom 2.49.1; Alexander behind.

American Chief. One mile. 33.4; 1.2.2; 1.43.3; 2.16.3.

Pink Eye. One mile and a half. 42.2; 1.19.2; 1.57.2; 2.35; 3.8; 3.41.

Dusky. One mile and a half. 41; 1.15.2; 1.49.3; 2.26.2; 3.04; 3.36.2.

Claret. One mile and a quarter. 38.3; 1.15.1; 1.51.1; 2.27.3; 3.0.1.

Sandy. One mile. 2.15.2. Last quarter. 30.1.

OLD PONIES.

Formosa Chief. One and a quarter miles. 34.2; 1.10; 1.43.2; 2.17; 2.49.

Night Hawk. One mile and a quarter. 40.2; 1.58; 2.32; 3.2.1.

Burning Daylight. One mile and a quarter. 38.2; 1.14; 1.49; 2.23; 2.54.1.

Tytam Chief. One mile and a quarter. 38; 1.15; 1.51; 2.24.3; 2.58.

Dun Duke and Doubtful. One mile. 33.4; 1.2.2; 1.43.2; 2.17.4.

Dun Duke finished first.

Essex Chief and Congo Chief. One mile. 35; 1.10; 1.44; 2.17.2; Essex Chief 2.19.1.

Black Jack. One mile and a half. 39; 1.13; 1.46.3; 2.22.3; 2.59.2; 3.32.

North Star. One mile. Last three quarters. 36; 1.13.3; 1.46.

SUBSCRIPTION PONIES.

Napoo and Bighy. Half a mile, last quarter. 30.1.

Grey Goose. One mile and a quarter. 40; 1.19.2; 1.58.3; 2.36.2; 3.7.2.

Club. One mile and a quarter. Inside. 41; 1.21.3; 2.13; 2.39; 3.13.

Morning Star. One mile and a quarter. 38.2; 1.18; 1.57.2; 2.36.2; 3.9.1.

Spade. One mile. 35; 1.9.2; 1.45.3; 2.22.4.

Fairdoze and Variety. One mile. 39; 1.14.4; 1.50; Fairdoze—2.25; Variety 2.35.

Stiggins and Torbay. One quarter of a mile. 29.2.

DIOCESAN GIRLS SCHOOL.

PRIZE DISTRIBUTION.

The annual prize distribution to the pupils of the Diocesan Girls' School was held last evening. There were many parents and friends present. An "At Home" was held first this being used to say farewell to Mrs. Pope and Miss Branscombe who are going home and to welcome newcomers to the school's staff.

After the Report had been read and the Bishop of Victoria had congratulated the school, prizes were given to the following successful candidates:—

Class 1:—Ena Ho Tung, Irene Ho Tung, E. Connell, Edwina Rogers, Lolita da Rosa, Maria Kaeker, May Fincher, Robie Shea.

Class 2:—Mabel Givens, Enid Connell, Alda Remedios, Victoria Manning.

Class 3:—Lena Choo, Grace Lee, Winnie Tyson, Ellen Hunter, Firdos Burnjabin.

Class 4A:—Maggie Brockett, Audrey Robinson.

Class 4B:—Aurea Sousa, Minnie Doodha, Alice Lam, Agnes Lowcock, Bertha Remedios.

Class 5A:—Daisy Pong, Helen Ma, Beatrice Sum.

Class 5B:—Olivia Barretto, Ger-tie Tyson, Betty Davidson, Irene Rapp, Helen Lam, Violet Chun.

Class 6:—Clotilde Barretto, Kitty Rapp, Jean H. Tung, Marj. Mason, Winnie Kendall.

Class 7:—Oscar Lam, Jean Brown, Maria Prata, Stella Lee, Irene McKay, Maria Boallio, Hilda Sousa, Reinaldo Remedios.

Class 8A:—Kath Grace, Norman McKay, Donald Davidson, Annie Crose, Grace H. Tung, Jessie Doyle, Marj. Aitken, Augusta Remedios.

Class 8B:—Eva Coysh, Angus McFie, Nora McFie, Salina Mota-bhoj, Mercedes Rosa, Helen Smith, Emily Sousa, Iris Hunter, Aubrey Dawson, Rose Porsonby, Eddie Wright, Carmen Botelho, Tris Chua, Nancy Leung, Thalia Prata, Ada Chan, Nellie Lee.

Class 8C:—Bess McKay, Fred Pope, Luiz Xavier, Florence Lam, Mary Nicholls, Bessie Mackenzie, Zulika Motebhoj, Norman McKay.

Class 9:—Bess McKay, Fred Pope, Luiz Xavier, Florence Lam, Mary Nicholls, Bessie Mackenzie, Zulika Motebhoj, Norman McKay.

Class 10:—Bess McKay, Fred Pope, Luiz Xavier, Florence Lam, Mary Nicholls, Bessie Mackenzie, Zulika Motebhoj, Norman McKay.

Class 11:—Bess McKay, Fred Pope, Luiz Xavier, Florence Lam, Mary Nicholls, Bessie Mackenzie, Zulika Motebhoj, Norman McKay.

Class 12:—Bess McKay, Fred Pope, Luiz Xavier, Florence Lam, Mary Nicholls, Bessie Mackenzie, Zulika Motebhoj, Norman McKay.

Class 13:—Bess McKay, Fred Pope, Luiz Xavier, Florence Lam, Mary Nicholls, Bessie Mackenzie, Zulika Motebhoj, Norman McKay.

Class 14:—Bess McKay, Fred Pope, Luiz Xavier, Florence Lam, Mary Nicholls, Bessie Mackenzie, Zulika Motebhoj, Norman McKay.

Class 15:—Bess McKay, Fred Pope, Luiz Xavier, Florence Lam, Mary Nicholls, Bessie Mackenzie, Zulika Motebhoj, Norman McKay.

Class 16:—Bess McKay, Fred Pope, Luiz Xavier, Florence Lam, Mary Nicholls, Bessie Mackenzie, Zulika Motebhoj, Norman McKay.

Class 17:—Bess McKay, Fred Pope, Luiz Xavier, Florence Lam, Mary Nicholls, Bessie Mackenzie, Zulika Motebhoj, Norman McKay.

MINISTERING LEAGUE.

SALE OF WORK AND CONCERT.

The Hongkong Branch of the Ministering Children's League made a special effort yesterday on behalf of the general funds of the League, this taking the shape of a Sale of Work and a concert, both held in the Theatre Royal. The stalls at the sale were arranged on the promenade at the back of the theatre auditorium, and were in charge of the following ladies:—

Work Stall:—Mrs. Middleton Warren, Mrs. Harston, Mrs. Hol-way, Miss Hazeland and Miss Wallace.

Sweet Stall:—Mrs. Eustace, Mrs. Diss, the Misses Hazeland and Miss Weill.

The Tea Room:—Mrs. Franklin, Mrs. Hanley, Mrs. Coleman, Mrs. Nicholl, Mrs. Paine and Mrs. Weill.

The Theatre Royal had been beautifully decorated with flags and ferns, and the stalls were piled high with goods for sale, most of which were articles made during the past months by local ladies who are members of the League. Great credit is due to Mrs. Middleton Warren for the work she has done in organising the Sale. The concert which was held at 5 p.m. was a great success and was under the distinguished patronage of H.E. the Officer Administering the Government, H.E. Major-General Vautier, Sir William and Lady Rose-Davies, Commodore and Mrs. Gurner.

The following is the splendid programme submitted and its excellence can be all the more appreciated when it is remembered that the artists were nearly all children. The theatre was packed in every part, 80 per cent. being children.

PROGRAMME.

Orchestral Selection.

Fan Dance: Dorothy Avenall and Irene Nolan.

Spanish Dance: C. and I. Smith, S. Weill, A. Rose, W. Lawson, I. Thornhill, Soloists, Beatrice Pennethorne.

Sand Fig: The Misses Young, Pierrots and Pierrettes: E. Blackburn, B. Eustace, D. Avenall, E. Rose.

Soloist, Joan Arnold.

Trio—"The Drummer Boy": The Misses and Master Thornhill.

Serpentine Dance: Vyvienne Young.

Folk Song: Children of the Victoria School.

French Dance: Marie Nolan and Joyce Thornhill.

Song: Gladys Brook.

Flower Ballet: The Misses J. Harris Walker, L. Thornhill, V. and R. Young, A. and E. Rose, C. and T. Smith, E. and V. Blackburn, L. and E. Roche, S. Weill, M. and L. Nolan, J. Crispin, D. and D. Cropley, E. Mead, M. Bryson, B. Eustace, J. Arnold, D. Avenall, Francis Hanley, Gus-tie Young, W. Lawson, V. Stanley, P. Goodall.

Butterfly, Joyce Thornhill.

Dresses designed and made by Mesdames Blackburn, Thornhill and Young.

Dances arranged by Mrs. Harris Walker.

Scene—"The Lady Typist": Scene—Robt. Gaynor's den at his private house.

Time—A winter's afternoon. Produced by Mrs. Thornton.

DRAMATIS PERSONA.

Robt. Gaynor, an author, R. L. Bridger.

Mrs. A. E. Crapnell.

CAPT. A. E. HODGINS.

RETIREMENT AFTER 34 YEARS' WORK.

The China Coast Ports, Swatow, Amoy, and Foochow will miss the presence of Captain A. E. Hodgins of the Douglas Steamship Co., who has retired from the sea and left today for home via Australia by the s.s. "Kamukura Maru." Captain Hodgins has been in the Far East for the past 34 years, and is well-known all over the coast. At the time of his retirement he was Captain of the s.s. "Haitan." All his years in the East he has spent in the service of the Douglas Co., and for the past 24 years has been captain of the different steamers. His years in the East have been full of interest and he has witnessed a growth of the China Coast Ports. In the early days he was sailing on the Douglas boats to Formosa at a time when the Douglas Co. was building up the British trade in that island, and he continued on this run until the Japanese took possession of the island which event saw the rapid decline of British shipping so far as Formosa was concerned. The wreck of the P. & O. liner "Bohara" will be remembered by the older residents in the Colony. This ill-fated vessel was on its way from the north and included among many well-known residents on board who perished in the disaster was the Hongkong Cricket Team returning from Shanghai. The "Bohara" it will be remembered was lost in a typhoon in the Gulf of Pechili, on October 10, 1902. It was Captain Hodgins, then in command of the Douglas steamer, "Thales," who picked up at sea the few survivors from the "Bohara" in the vicinity of the Pechili. For this among other things he was presented with a gold watch, suitably inscribed, by the people of Hongkong, which he proudly carries to this day. He had experienced at the time of the Hanoi Rebellion, being at that time sailing between Shanghai and Tientsin. As a captain he was regarded as a man with a full knowledge of his job, ever cautious and never inclined to run needless risks. To this is probably due in a great measure that his years at sea have never been marred by any serious accident. To those who know the China Sea with all its needs this means much. Captain Hodgins is a man who read widely and deeply. He had a good knowledge of Chinese affairs and always took a kindly interest in educational work amongst Chinese boys in the various Coast Ports he visited. He was a very keen horticulturist and some years ago he discovered in Fukien Province a hitherto unknown foliage tree; this was sent to Kew and was named after its finder—Hodginsii. Specimens of this tree are to be found in the Hongkong Botanical Gardens. Many of the gardens in Swatow, Amoy and Foochow owe their present day beauty to the work of Capt. Hodgins. By the missionarism he will be missed as in them and their work he ever took a deep and practical interest, and it was not uncommon to hear him referred to as "The Missionaries' Captain."

BILLIARDS.

THE GARRISON TOURNAMENT.

STAFF AND DEPTS. V. MANCHESTERS.

The final for this competition was resumed at the Soldiers' Club last night. The Staff and Departments held the big lead of 147. Last night, however, the Manchesters turned the tables on their opponents to some extent, winning all three games and reducing the lead against them to 64. With the exception of a 36, a lucky break, scored by Bird in his game against Lyth, there were no breaks of note. It was this break that settled the game between Lyth and Bird as up till then Lyth was equally likely to win the game.

Manchesters.

Sgt. Hall	144
Drummer Hooper	109
Lt.-Col. Harvey	200
Lieut. Burrell	200
Sgt. Bird	200

853

Staff and Depts.

Sgt. Sherratt	200
S.M.S. Sherratt	200
Capt. Lammert	170
Sgt. Stone	184
Staff Sgt. Lyth	163

917

The final games to-night should be very interesting, as although the Manchesters are 64 in arrears, they still have their crack player, Co., Sgt. Major Goodman, and Capt. Goode to play for them. The Staff and Departments will be represented by Sergt. Major Sainsbury and Staff Sgt. Gibbons, or Sergt. Pearce.

A FORTY YEARS' TEST.

CAMBERLAIN'S Ointment Remedy has been curing coughs and colds for the past forty years and has gained in popularity every year. What better recommendation is required? For sale by all Chemists and Storekeepers.

CHILDREN'S MINISTERING LEAGUE.

Here is the programme to be given on Saturday night:

PROGRAMME.

Orchestral Selection.

I.—Fan Dance.

II.—Spanish.

III.—Pierrots and Pierrettes.

IV.—French Dance.

V.—Serpentine Dance.

VI.—Flower Ballet.

VII.—Pianoforte Solo.

(a) "Bande Heroique" Leechetzki.

(b) "Rhapsody in G." Dohnanyi.

Prof. E. Danenberg.

VIII.—Song—"A Perfect Day" Jacob Currie Bond.

Miss A. Gordon.

Violin obligato, Miss F. Gordon.

IX.—Violin Solo—

"Tre Polonaise Brilliant" H. Wieniawski.

Mr. Balean.

X.—Song—"Il Bacio" Ardit.

Mr. Marley.

XI.—Song—"a) Prologue"

1. Pagliacci.

(b) "Elegie" Massenet.

E. G. Anderson.

XII.—Humorous Duologue

Mrs. Thomson & Sgt. Canavan.

Accompanied, Geo. Grimble.

INTERVAL 5 MINUTES.

SKETCH.

"The Lady Typist."

Scene.—Robert Haynes's den at his private house.

Time.—A winter's afternoon.

Arranged by Mrs. Bridger.

Produced by Mrs. Thomson.

THE SUNDAY PAPERS.

Commenting on "the sale into

bondage of the "Daily Chronicle," the

Editor of the "Challenge" says "a far

more serious problem is raised when

we come to examine the status and

influence of our Sunday newspapers.

Too few amongst our own readers

realise that the vast and overwhelming

majority of their fellow-countrymen

have leisure to study no daily

newspaper at all. But the Day of

Rest usually begins with an hour or

so in bed with a Sunday newspaper

with special articles designed to

colour opinion, to arouse the worst

passions, to prejudice the outlook,

to darken vision. Can any of our

readers recommend a secular Sunday

newspaper which combines clarity of

comment with unbiased judgment?

Yet more would we ask—Is there

anyone amongst our readers who

would be prepared to risk his faith

in democracy by establishing a Sun-

day newspaper on such lines as would

appeal to the best in man rather

than to the worst? Surely here is a

task worthy of the steel of Labour

to carve a place amid the medley of

scophants and vested political in-

terests who control seven-eighths of

our Sunday Press, and to present the

highest form of journalism to the

English people at the time when they

have leisure to grasp and to appre-

ciate it."

JONG-LANDOR RUBBER.

The tenth ordinary general meet-

ing of the Jong-Landor Rubber Es-

tates, Limited, was held on December

11, in London, Major R. K. Major

(chairman of the company) presiding.

The Chairman said:

"The forced reduction in crop and

lower prices realised for our produce

are reflected in the accounts, which

show a profit on the year's trading

of £21,975 15s. 1d., or less than half

the profit of the previous year, al-

though, after deduction of excess-

profits duty, the available surplus

compares more favourably, being

some £8,000 less. The balance avail-

able in profit and loss account, after

paying two interim dividends of 5

per cent, each, is £20,951 9s. 10d.,

and, after transferring £4,000 to re-

servers, which, I think you will agree,

is prudent, in view of the uncertainty

of conditions during the period of

transition from war to peace, your

directors recommend a final distribu-

tion of 5 per cent, making 15 per

cent for the year, and to carry for-

ward a balance of £13,101 9s. 10d.,

subject to liability for excess-profits

DEADLY SHOPS.

A \$250 fine was imposed by Mr. R. E. Lindsell on a Japanese, the owner of a shop at 188 Queen's Road Central for having in his shop 30 bottles of poisons many of them deadly ones. It was explained that the shop was at one time opened for the sale of Japanese medicines, and gradually the poisons were introduced into its line of business until a regular dispensary was set up. Another Japanese was fined \$500 for a similar offence. Hewasthewer of a Japanese dispensary at 115, Queen's Road East. One hundred and ten bottles and four tins containing various kinds of poisons were seized by Inspector Terrett, who told the magistrate that there were more poisons in that shop than in Watson's. An order was given by the magistrate for the confiscation of the stuff.

ST ANDREW'S WAR BOND DRAWING.

The numbers of tickets taken will be on exhibition from 3.30 to-morrow afternoon at the City Hall from which hour the City Hall will be open to the public for the purpose of examining their numbers. At 4 p.m. the operation of transferring the numbers to the mixing receptacle will commence and at 5.30 p.m. the drawing will take place.

THE CENSORSHIP.

We regret, for more reasons than one, that our statement yesterday that the Military Censorship had been lifted was not true. It was published through a misunderstanding.

TO-DAY'S ADVERTISEMENT.

NOTICE

DURING temporary absence of our Mr. S. W. FUJITA, from the Colony, Mr. F. OTSUBO will SIGN on behalf of our Firm.

FUKUKAWA & CO., LTD.

Hongkong, Feb. 20, 1919.

TO-DAY'S NEW ADVERTISEMENTS.

St. Andrew's Society War Bond Drawing.

To be drawn in the City Hall, on Friday, February 21, 1919, at 5.30 p.m.

STATEMENT.

Tickets sold, 28,700 at \$5.00 each \$143,500.00

Donated to War Charities 50% 71,750.00

Expenses 4,750.00

Prizes (55) as per list 67,000.00

\$143,500.00 \$143,500.00

Prizes to be drawn.

Prize No.	Value of Prize.	Prize No.	Value of Prize.
1.	\$17,610	29.	\$210
2.	7,080	30.	210
3.	7,080	31.	210
4.	7,080	32.	210
5.	7,080	33.	210
6.	3,520	34.	210
7.	700	35.	140
8.	700	36.	140
9.	700	37.	140
10.	700	38.	140
11.	350	39.	140
12.	350	40.	140
13.	350	41.	140
14.	350	42.	140
15.	350	43.	140
16.	350	44.	140
17.	280	45.	70
18.	280	46.	70
19.	280	47.	70
20.	280	48.	70
21.	280	49.	50
22.	280	50.	50
23.	280	51.	50
24.	280	52.	50
25.	210	53.	50
26.	210	54.	50
27.	210	55.	50
28.	210	56.	50
Total.....		\$ 67,000	

A little bit of George Walsh;

A little bit of W. S. Hart;

A little bit of William Farnum;

But possessing a delightful personality of his own

withal—

This is DOUGLAS FAIRBANKS,

Known as "Doug" from one end to the other of

the States and of England too:

A very "broth of a boy."

We are showing him to-night in

"REGGIE MIXES IN,"

and, believe me, there is Some Mixing

before Reggie has had enough of it.

With him, you will be glad to learn,

is dear little Bessie Love

who won your heart—

if you still had a heart to lose—in "A Sister

of Six."

CORONET THEATRE.

TO-DAY'S ADVERTISEMENTS.

RACE HOLIDAYS.

THE EXCHANGE BANKS will be CLOSED for the transaction of EXCHANGE BUSINESS on MONDAY, TUESDAY, and WEDNESDAY, the 24th, 25th and 26th instant at 11.45 a.m.

Hongkong, February 20, 1919.

PUBLIC AUCTION.

VALUABLE LEASEHOLD PROPERTY.

Particulars and Conditions of Sale of VALUABLE LEASEHOLD PROPERTY situated at Victoria, Hongkong and known as 38 Tung Man Street To be sold by order of the Mortgagee

PUBLIC AUCTION.

on THURSDAY, March 6, 1919, at 3 p.m.

By Mr. GEO. P. LAMMERT,

Auctioneer.

At his Sales Rooms in Duddell Street, Victoria, Hongkong.

Particulars of the above mentioned property.

All that piece or parcel of ground situate at Victoria, Hongkong, and registered in the Land Office as Section C, of T. L. 1958 with the buildings thereon known as No. 38 Tung Man Street.

The property is held for the residue of the term of 990 years from the 26th day of June 1843 created therein by the Crown Lease of Island Lot No. 1958.

The area of the said piece or parcel of ground is 376 square feet or thereabouts and the proportion of the Crown Rent payable in respect thereof is \$7.90 per annum.

For further particulars of the property and Conditions of Sale apply to Mr. E. L. AGASSIZ,

Solicitor for the Vendor

24, Queen's Road Central, Hongkong.

or to Mr. GEO. P. LAMMERT,

Auctioneer.

Duddell Street, Hongkong.

Hongkong, February 20, 1919.

TO-DAY'S ADVERTISEMENTS.

RACE HOLIDAYS.

PUBLIC AUCTIONS.

THE UNDERGROUND HAS RECEIVED INSTRUCTIONS TO SELL BY PUBLIC AUCTION.

on SATURDAY, February 22, 1919, commencing at 11 a.m.

at the Hongkong & Kowloon Wharf & Godown Co., Ltd., Kowloon.

1761 Mild Steel Sheets 1' x 3' x 6'.

167 Coils Galvanized Iron Wire.

On view from Friday, 21st inst.

Terms:—Cash on delivery.

GEO. P. LAMMERT,

Auctioneer.

Hongkong, Feb. 20, 1919.

PUBLIC AUCTIONS.

THE UNDERGROUND HAS RECEIVED INSTRUCTIONS TO SELL BY PUBLIC AUCTION.

on THURSDAY, February 27, 1919, commencing at 11 a.m.

at his Sales Rooms, Duddell Street, (for account of the concerned)

320 cwt. Pan Head Rivets, 5' x 1' to 3"

620 cwt. Pan Head Rivets, 4' x 1' to 3"

590 cwt. Pan Head Rivets, 3' x 1' to 3"

4 1/2 tons Round Mild Steel Bars, 3/16" x 16' 20"

5 tons Round Mild Steel Bars, 5/16" x 16' 20"

Terms:—Cash on delivery.

GEO. P. LAMMERT,

Auctioneer.

Hongkong, Feb. 20, 1919.

PACIFIC MAIL STEAMSHIP CO.

NOTICE TO CONSIGNEES.

S.S. "COLUMBIA"

FROM SAN FRANCISCO,

HONOLULU, JAPAN PORTS AND SHANGHAI.

THE above-named vessel having arrived from the above-named ports Consignees of Cargo are hereby informed that their Cargo will be landed at their risk into the Hazardous and/or extra Hazardous Godowns of the Hongkong and Kowloon Wharf and Godown Co., Ltd., Kowloon, and stored at Consignees' risk.

SHIPPING

P. & O. S. N. Co.

ROYAL MAIL SERVICE.
UNDER CONTRACT WITH HIS MAJESTY'S GOVERNMENT.
JAPAN, CHINA STRAITS, BURMA, COLOMBO, INDIA Etc.
TO
MARSEILLES & LONDON.
Via SINGAPORE, PENANG, COLOMBO AND PORT SAID.

S.S.	Leave Hongkong about	Due Marseilles about	Due London about
"NORSE"	23rd February	30th March	6th April
"BOVARIA"	12th March	17th April	26th April
"NELLOR"	9th April	18th May	24th May

SINGAPORE, COLOMBO AND BOMBAY.

S.S.	Leave Hongkong about	Due Bombay about
"REJAZ"	11th February	9th March

SHANGHAI, MOJI, KOBE Etc.

Wherever on all steamers.
For PASSENGER RATES, HAND-BOOKS, FREIGHTS, &c. apply to—
P. & O. S. N. Co. Office, E. V. D. PARR, Superintendent.

OCEAN TRANSPORT CO., LTD.
(TAIYO KAIUN KAISHA)

FOR VANCOUVER AND SEATTLE.
S.S. "HOLTON CASTLE" for NEW YORK sailing about beginning of March.
For Space and Particulars apply to DODWELL & CO., LTD., Agents.

NATAL LINE OF STEAMERS.

TAKING CARGO on through Bills of Lading to SOUTH AFRICAN PORTS
with transshipment at CALCUTTA, in conjunction with the
INDO-CHINA STEAM NAVIGATION CO., LTD.
AND APOAR LINE
Sailings from Hongkong.

For freight & further particulars apply to DODWELL & CO., LTD., Agents.

THE NANYO YUSEN KAISHA
(SOUTH SEA MAIL S.S. CO.)

Regular Service of Steamers Between Japan, Hongkong, Singapore,
Batavia, Samarang and Sourabaya.

For JAVA.
KIOJUN MARU due on or about 3rd Mar.
For JAPAN.
BORNEO MARU due on or about 10th Mar.
For Freight or Passage apply to DODWELL & CO., LTD., Agents.

O. S. K.
OSAKA SHOSHEN KAISHA.

SAILINGS FROM HONGKONG SUBJECT TO ALTERATION.

LONDON Monthly direct service via Singapore and Port Said.
CELEBES MARU 21st March.
GENOA Monthly service, taking cargo on through Bills of Lading with transshipment at Hongkong to Company's steamers.
MARSEILLES Monthly direct service via Singapore and Port Said.
SANTOS Monthly direct service via Singapore and Port Said.
SANTOS, MAURITIUS, SINGAPORE, BOMBAY & COLOMBO Regular fortnightly service via Singapore.
BURMA MARU 1st and 15th March.
BATAVIA, SAMARANG, SOERABAYA Monthly direct service.
SYDNEY, MELBOURNE Monthly service calling at AUCKLAND, N.Z., and ADELAIDE.
PEKING MARU Middle of March.
VICTORIA, VANCOUVER, SEATTLE, TACOMA Regular fortnightly service, calling at intermediate ports in Japan and taking cargo on through Bills of Lading to U.S. in connection with Chicago, Milwaukee and St. Paul Railway.
AFRICA MARU Tuesday, 25th Feb., at 3 p.m.
MEXICO MARU Monday, 17th Mar., at 3 p.m.
HAIPHONG 25th Feb., at 3 p.m.
JAPAN PORTS.
SEIKO MARU Tuesday, 25th February.
These steamers have excellent accommodation for 1st and 2nd class Saloon passengers and will arrive and depart from the DOCK WHARF, near the Harbour Office.
For TAKAO via SWATOW and AMOY.
SOSUO MARU Thursday, 27th Feb., at 9 a.m.
For KEELUNG via SWATOW and AMOY.
KAWO MARU Sunday, 23rd Feb., at 10 a.m.
For sailing date and further particulars please apply to—
K. YAMASAKI, Manager.
No. 1, Queen's Building.
Tel. No. 744 & 745.

SINGAPORE RUBBER SHARE MARKET.

MESSRS. FRASER AND CO.'S QUOTATIONS.

Stocks	Jan. 17th.	Jan. 18th.
Alor Gajah (\$1)	3.50	3.75
Amal Malay (p)	2.25	2.50
Ayer Hsiao (\$5)	13.00	14.00
Ayer Kuning (\$1)	1.25	1.45
Ayer Mohd (\$1)	2.60	2.75
Ayer Panas (\$5)	10.75	11.25
Batu Gajah (\$1)	5.50	5.25
Batu Gajah (\$5)	25	1.05
Batu Gajah (\$10)	14.00	15.50
Batu Gajah (\$20)	1.10	1.25pm
Batu Gajah (\$50)	0.65	0.75
Batu Gajah (\$100)	1.01	1.15
Batu Gajah (\$200)	2.65	2.75
Batu Gajah (\$500)	0.70	0.85
Batu Gajah (\$1000)	11.00	8.50
Batu Gajah (\$2000)	8.00	8.50
Batu Gajah (\$5000)	1.45	2.00
Batu Gajah (\$10000)	7.00	8.25
Batu Gajah (\$20000)	7.15	7.15
Batu Gajah (\$50000)	1.35	1.50
Batu Gajah (\$100000)	1.75	1.95
Batu Gajah (\$200000)	4.25	4.75
Batu Gajah (\$500000)	2.45	2.75

SINGAPORE RUBBER SHARE MARKET.

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Stocks	Jan. 17th.	Jan. 18th.
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Ayer Mohd (\$1)	2.60	2.75
Ayer Panas (\$5)	10.75	11.25
Batu Gajah (\$1)	5.50	5.25
Batu Gajah (\$5)	25	1.05
Batu Gajah (\$10)	14.00	15.50
Batu Gajah (\$20)	1.10	1.25pm
Batu Gajah (\$50)	0.65	0.75
Batu Gajah (\$100)	1.01	1.15
Batu Gajah (\$200)	2.65	2.75
Batu Gajah (\$500)	0.70	0.85
Batu Gajah (\$1000)	11.00	8.50
Batu Gajah (\$2000)	8.00	8.50
Batu Gajah (\$5000)	1.45	2.00
Batu Gajah (\$10000)	7.00	8.25
Batu Gajah (\$20000)	7.15	7.15
Batu Gajah (\$50000)	1.35	1.50
Batu Gajah (\$100000)	1.75	1.95
Batu Gajah (\$200000)	4.25	4.75
Batu Gajah (\$500000)	2.45	2.75

SHIPPING

C. N. C.
CHINA NAVIGATION CO., LTD.

SAILINGS SUBJECT TO ALTERATION.

FOR	STRAITS	TO SAIL
SHANGHAI & TIENTSIN	HONGKONG	Feb. 21, at 10 a.m.
SHANGHAI	YINCHOW	Feb. 22, at 3 p.m.
HONGKONG	KWANGSUNG	Feb. 23, at 10 a.m.
SHANGHAI	SINKIANG	Feb. 25, at Noon.
SHANGHAI	SINKIANG	Feb. 27, at Noon.

SHANGHAI LINE—PASSENGERS, MAILS AND CARGO. Excellent Saloon accommodation. Ample light and heat. Refreshment and Bath-rooms. Regular schedule service between Canton, Hongkong and Shanghai. Taking cargo on through Bills of Lading to all Yangtze and Northern China Ports. Passengers are landed in Shanghai, avoiding the inconvenience of transshipment at Woosung.
For Freight or Passage, apply to—
BUTTERFIELD & SWIRE,
42, 44, 46, 48, 50, 52, 54, 56, 58, 60, 62, 64, 66, 68, 70, 72, 74, 76, 78, 80, 82, 84, 86, 88, 90, 92, 94, 96, 98, 100, 102, 104, 106, 108, 110, 112, 114, 116, 118, 120, 122, 124, 126, 128, 130, 132, 134, 136, 138, 140, 142, 144, 146, 148, 150, 152, 154, 156, 158, 160, 162, 164, 166, 168, 170, 172, 174, 176, 178, 180, 182, 184, 186, 188, 190, 192, 194, 196, 198, 200, 202, 204, 206, 208, 210, 212, 214, 216, 218, 220, 222, 224, 226, 228, 230, 232, 234, 236, 238, 240, 242, 244, 246, 248, 250, 252, 254, 256, 258, 260, 262, 264, 266, 268, 270, 272, 274, 276, 278, 280, 282, 284, 286, 288, 290, 292, 294, 296, 298, 300, 302, 304, 306, 308, 310, 312, 314, 316, 318, 320, 322, 324, 326, 328, 330, 332, 334, 336, 338, 340, 342, 344, 346, 348, 350, 352, 354, 356, 358, 360, 362, 364, 366, 368, 370, 372, 374, 376, 378, 380, 382, 384, 386, 388, 390, 392, 394, 396, 398, 400, 402, 404, 406, 408, 410, 412, 414, 416, 418, 420, 422, 424, 426, 428, 430, 432, 434, 436, 438, 440, 442, 444, 446, 448, 450, 452, 454, 456, 458, 460, 462, 464, 466, 468, 470, 472, 474, 476, 478, 480, 482, 484, 486, 488, 490, 492, 494, 496, 498, 500, 502, 504, 506, 508, 510, 512, 514, 516, 518, 520, 522, 524, 526, 528, 530, 532, 534, 536, 538, 540, 542, 544, 546, 548, 550, 552, 554, 556, 558, 560, 562, 564, 566, 568, 570, 572, 574, 576, 578, 580, 582, 584, 586, 588, 590, 592, 594, 596, 598, 600, 602, 604, 606, 608, 610, 612, 614, 616, 618, 620, 622, 624, 626, 628, 630, 632, 634, 636, 638, 640, 642, 644, 646, 648, 650, 652, 654, 656, 658, 660, 662, 664, 666, 668, 670, 672, 674, 676, 678, 680, 682, 684, 686, 688, 690, 692, 694, 696, 698, 700, 702, 704, 706, 708, 710, 712, 714, 716, 718, 720, 722, 724, 726, 728, 730, 732, 734, 736, 738, 740, 742, 744, 746, 748, 750, 752, 754, 756, 758, 760, 762, 764, 766, 768, 770, 772, 774, 776, 778, 780, 782, 784, 786, 788, 790, 792, 794, 796, 798, 800, 802, 804, 806, 808, 810, 812, 814, 816, 818, 820, 822, 824, 826, 828, 830, 832, 834, 836, 838, 840, 842, 844, 846, 848, 850, 852, 854, 856, 858, 860, 862, 864, 866, 868, 870, 872, 874, 876, 878, 880, 882, 884, 886, 888, 890, 892, 894, 896, 898, 900, 902, 904, 906, 908, 910, 912, 914, 916, 918, 920, 922, 924, 926, 928, 930, 932, 934, 936, 938, 940, 942, 944, 946, 948, 950, 952, 954, 956, 958, 960, 962, 964, 966, 968, 970, 972, 974, 976, 978, 980, 982, 984, 986, 988, 990, 992, 994, 996, 998, 1000.

Telephone No. 35.

INDO-CHINA STEAM NAVIGATION CO., LTD.

PROJECTED SAILINGS FROM HONGKONG (SUBJECT TO ALTERATION).

FOR	STRAITS	TO SAIL
HAIPHONG via HOIHOW	FRIDAY	Feb. 21, at 8 a.m.
MANILA	FRIDAY	Feb. 21, at 3 p.m.
SHANGHAI	CHONGKING	SATURDAY, Feb. 22, Daylight.
SHANGHAI	CHONGKING	SUNDAY, Feb. 23, Daylight.
SHANGHAI	YUNNAN	SUNDAY, Feb. 23, Daylight.
SHANGHAI	WOSANG	THURSDAY, Feb. 27, Daylight.
SHANGHAI	WOSANG	THURSDAY, Feb. 27, Daylight.
SHANGHAI	WOSANG	FRIDAY, Feb. 28, at 3 p.m.
SHANGHAI	WOSANG	SATURDAY, Mar. 1, at 3 p.m.

CALCUTTA LINE—This line is temporarily discontinued owing to the war, but at present a monthly service is maintained with Calcutta by the s.s. "Kwangsung" and "Yin" sailing at Singapore and Penang. The former vessel has excellent passenger accommodation, is fitted with Electric Light and Fans, and also carries a fully qualified Surgeon.
SINGAPORE LINE—The s.s. "Yin" is a weekly service for Singapore, approximately every fortnight. This vessel has excellent accommodation for first class passengers and is fitted with Electric Light and Fans, and also carries a fully qualified Surgeon.
SHANGHAI LINE—This line is temporarily discontinued owing to the war, but at present a monthly service is maintained with Calcutta by the s.s. "Kwangsung" and "Yin" sailing at Singapore and Penang. The former vessel has excellent passenger accommodation, is fitted with Electric Light and Fans, and also carries a fully qualified Surgeon.
MANILA LINE—A weekly service is maintained with Manila by vessels with good passenger accommodation; sailings from both ports every Friday.
HAIPHONG LINE—Sailings approximately weekly for passengers and cargo, calling at Hanoi when convenient.
BORNEO LINE—One sailing per month between Hongkong and Sandakan by a steamer having spacious accommodation for passengers.
TIENTSIN LINE—A regular service is run from March to October between Hongkong and Tientsin, calling at Weihaiwei and Chiao-chow. Under North China Government Transport Regulations. All European Passengers, leaving the Colony for Straits Settlements, are required to produce on arrival at destination passports with their Photographs and descriptions affixed thereon.
For Freight or Passage, apply to—
The General Managers
JARDINE, MATHESON & Co., Ltd.,
Tel. No. 415.

BRITISH INDIA S. N. CO., LTD.

APCAR LINE.

REGULAR SERVICE BETWEEN CALCUTTA, STRAITS, HONGKONG, SHANGHAI AND JAPAN PORTS.

EASTWARD.

WESTWARD.

The above Steamers have excellent saloon accommodation for passengers and are fitted with all modern conveniences and carry a duly qualified surgeon.

For Freight or Passage, apply to—
DAVID SASSOON & CO., LTD., Agents.

THE ADMIRAL LINE

PACIFIC STEAMSHIP CO.

TRANS-PACIFIC FREIGHT SERVICE.

REGULAR SAILINGS BETWEEN CHINA, MANILA, SINGAPORE, JAPAN and SEATTLE.

FOR FREIGHT AND PARTICULARS APPLY TO:

THE ADMIRAL LINE.

JOHN J. GORMAN, GENERAL AGENT.

Telephone 2933. No. 12, Ice House Street.

TOYO KISEN KAISHA.

SAN FRANCISCO LINE.

SHANGHAI, ISLAND SEA, JAPAN AND HONOLULU. FAST AND LUXURIOUS MAIL STEAMERS.

Sailings from Hongkong—Subject to change without notice.

Steamers	Tons	Leave Hongkong
KOREA MARU	20,000	28th Feb. from Yokohama.
SHINYO MARU	22,000	5th March.
FERSIA MARU	9,000	27th March.
KOREA MARU	20,000	22nd April from Yokohama.
NIFFON MARU	11,000	29th April from Yokohama.
TENYO MARU	22,000	3rd May.
SIBERIA MARU	20,000	22nd May from Yokohama.

SOUTH AMERICAN LINE.
HONGKONG to VALPARAISO via JAPAN, HONOLULU, SAN FRANCISCO, SAN PEDRO, BALBOA, PANAMA, COLON, SAN JUAN, SAN CARLOS, CALAJO, ARICA, and LIQUICHE.
Thence by Trans-Andean Route to Buenos Aires.
Steamers
ANYO MARU 18,500 Leave Hongkong: Mar. 21st.
SEIYO MARU 17,500 May 2nd.
KIYO MARU 17,500 July 12th.
These are interchangeable with the Canadian Pacific Ocean Service, Ltd. and the Pacific Mail Steamship Co.
Passengers may travel by rail between ports of call in Japan free of charge.
For full information as to rates, sailings, etc., apply to—
T. DAIGO, MANAGER,
KIN'S BUILDING,
Telephone Nos. 3274 and 3275.

SHIPPING

CANADIAN PACIFIC
OCEAN SERVICES LIMITED

PACIFIC SERVICE

SAILINGS FROM HONGKONG TO VANCOUVER

STEAMER	FROM HONGKONG	ARRIVE VANCOUVER
Empress of Russia	13th Mar.	31st March.
Empress of Japan	12th Mar.	2nd April.
Empress of Asia	27th Mar.	14th April.
Montesque	5th April.	29th April.
Empress of Russia	24th April.	12th May.
Empress of Japan	7th May.	28th May.
Empress of Asia	22nd May.	9th June.
Montesque	10th June.	4th July.
Empress of Russia	19th June.	7th July.
Empress of Japan	2nd July.	23rd July.
Empress of Asia	17th July.	4th Aug.
Empress of Russia	14th Aug.	1st Sept.
Montesque	20th Aug.	13th Sept.

For particular regulations, passage fares, etc., apply to the General Agent, Passenger Department, P. O. S. N. Co. Office, E. V. D. PARR, Superintendent.
For freight rates and through bills of lading, apply to the General Agent, Freight Department, P. O. S. N. Co. Office, E. V. D. PARR, Superintendent.

DOUGLAS STEAMSHIP CO., LTD.

HONGKONG & SOUTH CHINA COAST PORT SERVICE.

REGULAR SERVICE OF FAST, HIGH CLASS COAST STEAMERS HAVING GOOD ACCOMMODATION FOR FIRST CLASS PASSENGERS, ELECTRIC LIGHT AND FANS IN STATEROOMS AND SALOONS. "EXCELLENT CUISINE."

SWATOW, AMOY & FOCHOW AND RETURN.

(Comprising 9 to 11 Days)
SAILING: 25th Feb. at 1 p.m.
HAIKONG: Capt. J. W. Evans. TUESDAY.
HAIKONG: Capt. A. H. Stewart. FRIDAY.

SWATOW & AMOY.

Arrivals and Departures from the Company's Wharf (near Black Pier). For FREIGHT and PASSAGE apply to—
DOUGLAS LAFRAIK & CO.,
General Managers.

CHINA MAIL S.S. CO., LTD.

FREIGHT AND PASSENGERS.

"NANKING" (16,000 tons, American Registry). "CHINA" (10,200 tons, American Registry).

SAILINGS FROM HONGKONG FOR SAN FRANCISCO VIA SHANGHAI, JAPAN PORTS & HONOLULU.

"NANKING" March 27th, 1919. "CHINA" April 24th, 1919.

AN UNSURPASSED HIGH CLASS PASSENGER SERVICE.

O. H. RITTER, Freight and Passenger Agent. Prince's Buildings, Ice House Street. Tel. 1924.

AMERICAN & MANCHURIAN LINE.

(ELLERMAN & BUCKNALL S.S. CO., LTD.)

THE Steamship "BLOEMFONTEIN" will be despatched for—
NEW YORK via Panama Canal about the 25th February.For Freight and Further Particulars, apply to—
THE BANK LINE, LIMITED,
General Agents.

INDIAN AFRICAN LINE.

Cargo carried on through Bills of Lading from HONGKONG to BEIRA, DELAGOA BAY, DURBAN (NATAL), EAST LONDON, PORT ELIZABETH and CAPE TOWN, with transshipment at COLOMBO to Steamers of the INDIAN AFRICAN LINE.

PROPOSED SAILING. From Hongkong: Connecting with From Colombo: RETURNING ACCOMMODATION FOR 1ST AND 2ND CLASS PASSENGERS.

ORIENTAL AFRICAN LINE.

Regular Direct Service from JAPAN, CHINA AND STRAITS to BEIRA, DELAGOA BAY, DURBAN, EAST LONDON, PORT ELIZABETH and CAPE TOWN, calling at MAURITIUS en route and affording the Quickest Freight Transport from the ORIENT to SOUTH AFRICA.

For dates of departure, rates of freight, apply to—
THE BANK LINE, LIMITED,
MANAGING AGENTS.

"ELLERMAN" LINE.

(Ellerman & Bucknall Steamship Co., Ltd.)

JAPAN, CHINA AND STRAITS TO UNITED KINGDOM & CONTINENT.

FOR PARTICULARS OF SAILINGS SHIPPERS ARE REQUESTED TO APPROACH THE UNDERSIGNED.

Steamers proceed via Suez Canal or Cape of Good Hope at Owners' option. Subject to change without notice.

THE BANK LINE, LTD. General Agents. Or to ELLERMAN & CO., Canton.

SHIPPING

GREECE IN WANT OF JAPANESE TONNAGE.

It was some time ago that Greece approached the N.Y.K. to start a service between North Africa and Greece. The N.Y.K., however, declined the Greek overture owing to difficulty in scheduling the required tonnage. The N.Y.K. was recently approached with a similar request from another Greek source asking it to undertake the transportation of brimstone. The Company, however, is said to have declined the proposal on the plea that it has no available tonnage for Greek writers.

LOWEST RECORD FOR OCEAN-GOING CHARTERAGE.

The N.Y.K. has contracted to charter the newly-built steamer "Shinzu Maru," 4,800 tons, from the Kishimoto Kisen Kaisha at the rate of 118 per ton d.w., which is the lowest on record after the outbreak of the great war. The steamer was to work a return trip to Bombay after delivery.

The recent conclusion of a few charter parties for larger-sized vessels at 117 was no small surprise to the shipping circles, although general indications pointed to a sharp depression. The above stated charterage of 118 has proved a shock.

CHARTER REPORT.

The O.S.K. seems to have contracted to charter a new steamer of 9,000 tons from the Kawasaki Dockyard Co. The charterage is presumed to have been agreed upon at 117. The new steamer is to run a return trip to North America after delivery. A little before the conclusion of the charter party above stated, another charter, contract for a steamer of a similar type was concluded between the Kawasaki Dockyard and the Taiyo Kisen Kaisha at 117. The rate of 117 for larger-sized vessels is regarded as a standard, for the time being, but it is feared it will be further pressed down.

CHINWANGTAO QUITE ACCESSIBLE.

The Kaitum Mining Administration has telegraphed a few useful hints for ships intending to enter Chinwang

HARDEN ON THE REVOLUTION.

Herr Maximilian Harden's weekly paper, "Die Zukunft," reappeared lately. He publishes a speech he delivered recently which gives a very interesting account of the Revolution. Harden dates the German collapse from August. He declares that Herr Ballin was called in by Ludendorff's satellites in August as the only man who could tell the Kaiser the truth—Ballin, who in the first weeks of the war had been banished from "the sun" because the recommended immediate peace negotiations. At that time, according to Harden, "there was a terrible scene, and a lady's fan threatened the cheek of the shipowner, the only German who had defeated England in his world-field and yet had won and kept British confidence." In August Ballin travelled to Wilhelmshöhe, but the Kaiser would not see him alone. The conversation took place in the presence of the Chief of the Emperor's Civil Cabinet, Herr von Berg, and Ballin went away with nothing done. Ludendorff's next move was to send Admiral von Hintze, then Foreign Secretary, that he must make peace, but the week went by without Hintze making any progress. In September the number of German deserters was constantly growing, and it became ever clearer that the moral of the Army was breaking. Suddenly Ludendorff's demand broke upon the Reichstag and the people "with the violence of an unexpected thunderstorm." The military world generally did not know that the proposal came from Ludendorff, attributed it to the cowardly "bourgeois" and the Jews, and so hatched the plan of sending out the "Fleet" to "die in honour." Harden then describes the naval scheme as the definite beginning of the Revolution. He declares that no political party had anything to do with the planning of the Revolution. Respecting the Navy, he says:—

It is not true that, as you have read, the plan of attack was discovered through any striking preparations, the preparation of more destroyers, etc., or the taking in of more coal than usual for an "evolution movement." The suspicion of the sailors was first aroused when they noticed that, in spite of the importance which was to be attached to the coming operation, many of the older officers, especially the married ones, were given leave for the period of the evolution. In the *Markgraf* and *Baden* the blue-jackets put their heads together and whispered, "What is up?" The stewards overheard conversations which confirmed the suspicion that the Navy was to attack and go under. Then the resolve was taken. "We will neither oppose the will of the Government nor let our lives be thrown away for a cause which can no longer be saved in this way; we will do everything that is necessary for the defence of the coast; but we will not make an attack which the civil authorities regard as no longer necessary and even as harmful, and which would be bound to bring about the aim of getting peace." The squadrons went out as far as the mine barrier, but no farther; two fires broke out, and one ship left its position. The Fleet had to return, put out again, and had to return again. Without considerable opposition from the officers, the sailors obtained control; they travelled together Hansa towns, where the sparks of revolution spread inland, and the upheaval went more quickly and remained more bloodless than had ever been expected. Unless I was told lies, the story of numbers of officers being murdered was quite untrue.

HIGH CLASS EVEN IF SLANGY.

Life's not yeh make it; an' the bloke o' tries To grab the shinny stars from out the skies Goes crook on life, an' calls the world a cheat An' tramples on the daisies at 'is feet.

Livin' an' lovin', learnin' so fer give The words an' deeds of some un'appy bloke Who's missed the bus—so 'ave I come to live An' take the 'ole mad world as 'an' a joke.

So sings C. J. Dennis, who clothes a rich fund of true philosophy in the most extravagant of Australian slang.

SINGING IN WONDROUS HARMONY.

"The historic old city of Winchester, now swarming with our Allies, lately had enacted within its borders one of the most intensely astounding historic incidents that even Winchester, with its thousand years of life, has been able to imagine," writes Mr. James Baker in the "Spectator."

"Some said the Serbian troops had passed through their midst; others said they were Croatian troops; but few, even until to-day, knew that the thousands of men in strange uniform, with warworn banners, who passed in slow step, singing in wondrous harmony, down into the great Cathedral, were Bohemians, Czechs."

"Keen men, with sad, earnest faces, they filled the nave of the Cathedral. They had asked permission to attend the service, and also to sing. When the anthem was ended the Cathedral clergy paused in the service, and then in splendid accord, with strange delicacy of light and shade, the Czechs sang in their own tongue, a rendering of our National Anthem; and then their own National Hymn, 'Where Is My Home?'"

"They bore their banners with a black and white, and they were strange, a banner with a red Chalice upon it. Even they, as the people of Winchester, knew not what a strange historical incident they were enacting. The chants they sang with their fierce expressive rendering were the war songs of the Hussites (Wycliffites as they called themselves). They bore the Chalice on their banners, and each man bore that same Chalice, the right of their ancestors fought for to take the Cup in the Holy Communion, as well as the bread."

"In this glorious old Cathedral lying in state is Cardinal Henry Beaufort of Winchester in his Cardinal's robes, and red broad hat, his body is buried under the tomb where the Cardinal, the son of John of Gaunt, who was made Papal Legate to organise a Crusade with Germany against these very Czechs, these Hussites, whose mighty warriors in their chained wagons were defeating the Germans up to the door of Berlin, and up to the year 1427, they had so paralysed the Germans by their fierce fighting, and the clinking of their chains, and the singing of songs of triumph, that Cardinal Henry, in the midst of his Crusade, had to rush out of his tent, raise the Papal banner, and urge the Germans to be men. He died really, and barely escaped with his life, and, 500 years after, these Bohemians fill the nave of his Cathedral, bearing the old emblem of the Chalice with them, and they sing the old hymn of the Hussites, 'Where Is My Home?'"

HEALTH AND HARD WORK.

It is rather a remarkable fact, says the "Manchester Guardian," that few of the leading men of the world have passed away during the Great War. Of those who lit the fire, Francis Joseph saw the end, but most of his ministers saw the end of his reign. Italy's statesmen and soldiers have survived. In Germany the Kaiser and his sons can watch the working of fate. The Chancellors of the years leading up to the war and leading up to the war itself nearly all survive—Bulow, Bethmann-Hollweg, and Max of Baden. Of the best of her soldiers there are still men like Hindenburg, Ludendorff, Falkenhayn, and Mackensen. Bernstorff lives to see the end of his plotting. Ballin lived long enough to be sure of the catastrophe, and Tirpitz is not yet called to a higher account. In this country, too, there have been few gaps among the leading politicians, and few even among those of the second class. Lord Cromer was a great man, but not a politician. Roberts belonged to another age. Kitchener is the one conspicuous figure claimed by death. It is so also in America. The fact is probably that hard work is good for nearly all men. No one thought of Mr. Balfour as having any conspicuous part to play in statesmanship after 1914, but he has never suffered less from illness. Neither Mr. Asquith nor Mr. Lloyd George, except for the short and severe Manchester attack of the latter, has been really laid up. There are many numbers of men who thought it impossible to stay in England all the year round and most go to the south of France in the spring and to a German Bad in the summer. Most of them have worked harder and been healthier than at any time in their careers. The effect of the reaction is another question.

DON'T COUGH.

It is absurd to allow a cough to hang on and sap your vitality when Chamberlain's Cough Remedy will cure you. You don't know where a persistent cough will land you. You can't afford to allow your throat and lungs to become diseased when it is only a simple thing to stop into a chemist's shop and get a bottle of Chamberlain's Cough Remedy. For sale by all Chemists and Storekeepers.

A PETITIONER'S UNCORROBORATED TESTIMONY ACCEPTED.

In a husband's suit for dissolution of his marriage with the respondent on the ground of her adultery with the co-respondent, the petitioner had found the co-respondent in bed with the respondent, but his testimony was uncorroborated substantially. It was held that, as there was no statutory bar, the Court was entitled to act on the uncorroborated evidence.

Mr. Justice Coleridge in his judgment said:—This case is very much on the line. I consider that the law as to corroboration in this Court is the same as in all Courts, including Criminal Courts. I am in the position of a jury and I am entitled to act on the uncorroborated evidence of a witness in the absence of any statutory enactment that corroboration is essential. Here there is no substantial corroboration; but there are circumstances to aid my mind on the question whether I believe the petitioner's evidence uncorroborated. He gave a succinct account of finding the co-respondent in bed with the respondent. Then there was his evidence of his thrashing the co-respondent; and there was the calling in of the police to protect the co-respondent, which I believe to have taken place. There are no circumstances here which make me suspect the petitioner's evidence, and I am entitled to act upon it. I therefore grant the petitioner a decree nisi with costs.

Solicitors.—Messrs. Charles Russell and Co.

CONDEMNED SOLDIERS.

Extraordinary and contradictory stories were told by two young soldiers, George Walter Cardwell (21) of Halifax, and Percy George Barrett (19) when they stood in the dock at the Leeds Assizes, charged with the murder of Mrs. Rhoda Walker (62), a Jeweller, at her shop at Pontefract. Cardwell said he was outside the shop when he saw Barrett, looking pale and with blood stains on his hand and face, take a pad of rings from the window. Barrett then came out of the shop and said:—

"We'll have to get away from here. I believe I have killed the old woman in there."

I tried to steal some rings, but she turned round and caught me, so I hit her with the stick."

When I saw blood I must have gone mad, and I hit her several times."

Barrett's version was that he followed Cardwell, who had a heavy stick, into the shop, and Mrs. Walker was uttering a slight scream. She was lying behind the counter covered with blood, and Cardwell, who was on his knees, asked him to bring something to put over her mouth. He (Barrett) fetched a cushion and, according to history, Cardwell placed it over the lady's mouth. Cardwell further stated that he had been five times wounded and gassed in France. He was recommended for the D.C.M., and later for the M.M. and a commission. The two prisoners, who were also charged with robbery with violence, were found guilty and were sentenced to death.

LIFE IN THE ARCTIC.

Further popular fallacies about life in the Arctic were shattered by Mr. V. Stefansson on his return to New York after spending five and a half years in the American Arctic archipelago at the head of an expedition sent out by the Canadian Government to explore the islands and seas north of Alaska.

Mr. Stefansson stated that, contrary to popular impression, the Arctic regions are not barren of life, and that there is no place on earth where it is easier for a man to support himself if he knows how.

There is an abundance of game everywhere," he said. "On floating ice in the lanes of open water there are seals and polar bears. On the land there are musk oxen and reindeer or caribou. Every polar island that I have seen is covered with grass and vegetation, upon which fat herds of reindeer and musk oxen feed."

Even shrimps are plentiful in the polar seas, but the men of the expedition ate raw meat by preference. I cured several men of scurvy by putting them on a diet of fresh raw meat."

"We cleared up about one quarter of an unexplored region embracing some one million square miles 400 miles from the Pole. It has always been regarded as the most inaccessible part of the northern hemisphere. We travelled on an average of more than two thousand miles a year for five years, and never missed a meal or lost a dog from hunger."

ERI SILK.

Eri silk is obtained from the cocoons of an Indian moth, *Attacus ricini*, the caterpillar of which is reared for the production of silk in Assam and to a smaller extent in certain parts of Bengal and Northern India. This silk can not be reeled like that of the mulberry silk worm, as the thread is not continuous, and it therefore has to be spun like ordinary silk waste. Eri silk takes dyes well, and when woven into cloth far surpasses cotton in durability.

In June, 1917, a sample of Eri silk which was stated to have been prepared by a native by boiling the cocoons in a solution of washing soda and then teasing out the silk with the fingers, was received at the Imperial Institute, London, from the East Africa Protectorate. It was desired to ascertain whether the silk would be marketable in this form, or, if not, how it should be prepared.

The sample consisted of a tangled mass of clean, soft, degummed silk varying in colour from cream to pale brown. The material possessed the usual appearance, lustre, and strength of Eri silk. The single fibres of the silk were of normal character when viewed under the microscope; the diameter varied from 0.0003 to 0.0012 inch, being mostly about 0.0008 inch. The sample was submitted for suggestion and valuation to the Imperial Institute, which advised that the Eri silk should not be degummed in East Africa before shipment, but that the cocoons should be exported after being turned inside out to free them of dirt, etc. The reversed and cleaned cocoons should be packed in bales for shipment, the white and brown cocoons being packed separately.

The sample was stated to be of similar quality to consignments of Eri silk received from Assam and was valued as follows in the United Kingdom—Degummed (in the condition of the sample), 4s. per lb.; "reversed" cocoons, 3s. 6d. per lb.; ordinary pierced cocoons, 3s. per lb.

A ROUGH VOYAGE.

In tow of the tug *Champion*, from Sydney, the Chilean barquentine *Guayacocha* reached Melbourne after an adventurous run from Chili. The vessel left Iquique on 20th July. When approaching the North Cape of New Zealand she encountered a succession of heavy gales, extending over a period of a month, and in the fiercest of these she lost a portion of her rigging. The main topmast went, carrying with it the fore, royal mast and mizzen topmast. The wreckage, fortunately, fell clear of the hull, but it hung over the sides to the danger of the vessel. The decks were awash the whole time, and the crew was apprehensive lest any of the top gear should fall on to and penetrate the hull, in which case water would have got into the hold, and nothing would then have saved the vessel from total loss. The storm continued to rage for four days after this mishap, and as the vessel had only her fore rigging to depend on she had to be kept running before the wind. She was carried miles out of her course. In the meantime, Captain Rasmussen, Chief Officer Aulie and the crew of thirteen worked untiringly day and night endeavouring to clear the fallen debris from the sides and to secure a quantity of it. When the conditions became more settled Captain Rasmussen decided to make for Sydney, which was reached on 1st November. Repairs were effected there.

BERNAM-PERAK RUBBER.

The ninth annual ordinary general meeting of the Bernam Perak Rubber Planting, Limited, was held at London, on December 10, Mr. T. C. Owen (chairman of the company) presiding.

The Chairman said: Gentlemen, the trading account for the past season shows a balance of £3,043 profit, as against £16,278 for the previous season. The former amount is brought down to profit and loss account, and after the deduction of London expenses, depreciation, and so forth, there remains a balance of profit which is carried to appropriation account, of £1,304, against £12,119 last year. This appropriation account shows that this amount is dealt with, and it results in a balance carried forward of £2,590. The balance-sheet is a very simple one, and calls for no special comment. You will see that we have added to the property account some of the capital spent during the season, and a substantial portion of it has been included in the ordinary estates working account. The crop for the year only amounted to 264,041 lbs., against an original estimate of 300,000 lbs., which could undoubtedly have been obtained had it not been for the restriction scheme proposed by the Rubber Growers' Association with which we complied, and the crop realised was, in accordance with that scheme, less than that for the previous season.

JAPAN AND U.S.A.

In the January "Metropolitan Magazine" of New York there is an interesting review of a number of books dealing with modern world problems by Clarence Day, Jr., the writer attempting in each case to give the viewpoint of the "other fellow." In discussing recent books by Dr. H. H. Powers, entitled "America Among the Nations" and "The Things Men Fight For" Macmillan Company, New York, Mr. Day speaks of one phase of the Far Eastern Question that is of special interest at the present time:

Japan is another complication, by the way, though. It seems as though we might clash. But this is not because Japan is unscrupulous, says Dr. Powers, or hostile. She's hungry, that's all. She is suffering from one of the most unpleasant ailments a nation can have. Namely, overpopulation. It's a serious thing, and it hurts. Lack of employment, low wages, high prices, high taxes and so forth, are some of the ways in which the ailment expresses itself. "When any nation is in this situation, it people become restless," says Dr. Powers. They don't know just what is the matter. They blame the dealers, the captains of industry, or the heads of the government. Well, no social order is perfect enough to be blameless. But the fundamental trouble is (sometimes) that people are crowded. Few governments, if any, are expert enough to meet such conditions. Japan is trying hard to. But some radical form of relief is much needed. The old cures were war, disease, famine, and emigration. If Europe hadn't been able to emigrate to America so freely these last two or three centuries, they'd have had much more over-population and war over there. We wonder why Japan doesn't go to Korea, if she wants more room. The answer is, the Koreans have a lower standard of living. What of it? Well, this permits the exploitation of Korea by rich Japanese, but prevents the colonization of it by the poorer ones—the very ones who feel crowded. It's like Britain and India. There is no chance in India for British working men. Lower standard of living. If the Japanese can't go to Korea, where can they go? The answer seems to be, nowhere. When they start to emigrate anywhere else, they find No Admittance signs. The Syrian can go where he likes; so can the Russian, of course; but the German has hitherto been let in without question. But Mongolians? No. America, Canada, Australia—all new countries—are closed. Mexico? Like Korea. Meantime they very distinctly have the over-population disease; and war, famine, plague and emigration are the only known cures. And all we say is: "Not emigration. Please try—something else." And we offer to treat the ailment by exchanging professors and "promoting good feeling." Well, emigration, as a matter of fact, was not satisfactory to Japan, just as, before the war, it had become unsatisfactory to Germany. A nation nowadays wants its people to strengthen its own civilization instead of streaming off to work for and build up some quite different race. Nobody seems to know how the Japanese trouble is going to come out. It is one of the complications ahead of us to be tackled, that's all.

TO TAKE AUSTRALIAN PRODUCE.

Advices in December indicated that a fleet of 85 steamers will be in Australasian waters during the next three months. Many already well known. Others are new to these waters. The fleet, which will comprise the homeward loading during the period mentioned, will include:—

December-January—Australbrook, 4,236 tons; Australglen, 4,417 tons; January—Borda, 11,136 tons; Carawa, 3,530; Talawa, 3,834; February—Somerset, 8,710 tons; Zealandia, 6,660; Takada, 5,949; March—Baramba, 5,293 tons; Plassy, 7,345; Saxton, 12,485; Argylshire, 12,097; Leicestershire, 8,059; Nestor, 14,501; Miltiades, 7,814; Somail, 6,712; Moravada, 6,000; Thongwa, 4,224; Marcha, 5,600; Coose, 5,513; Dongarra, 5,500; Araluen, 5,512; Toromeo, 4,419; Gilgai, 4,432; Karmala, 5,933; Australpeak, 9,445; Berima, 11,137; Lancashire, 12,129; Aeneas, 10,409; Osterley, 9,445; Khyber, 8,946; Dunvegan, 4,010; 6,124; Delta, 8,069; Australia, 4,010; City of Newcastle, 6,921; Ceram, 18,481; Palma, 7,623; Themistocles, 11,231; Tropic, 6,220; Demostocles, 11,231; Mamari, 11,243; Burma, 7,470; Hororata, 7,578; Mangangui, 7,527; Tahiti, 7,578; Port Hacking, 6,525; Willoughby, 7,784; Briton, 10,248; Ruapehu, 7,885; Port Melbourne, 6,264; fordehire, 8,264; Middleham Castle, 4,534; Port Lincoln, 5,243; Port Augusta, 4,063; Northumberland, 12,160; Armah, 9,920; Corinthian, 12,213; Port Denison, 7,500; Shropshire, 12,184.

April—Carpentaria, 5,804 tons; Ulises, 14,449; City of York, 7,334; City of Cairo, 7,672; Derbyshire, 6,776; Australfield, 11,275; Paparo, 8,893; Remuor, 9,385; Euripides, 14,769; Tainui, 13,361; City of Exeter, 9,373; Kara, 7,000; Kenilworth Castle, 12,965; Calulu, 4,240; Ionic, 12,632; Suffolk, 8,838; Athenic, 12,345; Baraaga, 7,956.

BUKIT LINTANG RUBBER.

The report of Bukit Lintang Rubber Estates for the year to June 30 last states that profit was £8,130; £4,078 was brought forward, making £12,159. The directors recommend a final dividend of 10 per cent, less income tax at 5s. 6d. in £ making 20 per cent for the year, to add to reserve fund £1,000 (making £28,000), leaving £6,734 to be carried forward, subject to income-tax, directors' fees, etc. Total area comprises 1,712 acres. Rubber harvested was 250,650 lbs. Rubber weight, against estimate of 280,000 lbs. The shortage is attributed to a heavy thinning out of trees and to an extremely severe and prolonged drought of practically four months. Owing to the low price of rubber it was deemed inexpedient to commence tapping on the Bernam division. The above crop was taken entirely from the Bukit Lintang home division. The manager estimates crop for current year at 270,000 lbs. The conditions of shipping were such as to compel the management to dispose of the greater portion of the crop in the Singapore market. Gross price realised for whole crop was 1s. 7.50d. Selling charges amounted to 84d. per lb. net price being 1s. 6.66d. per lb. Average cost of production, including upkeep of mature areas and all general expenditure, amounted to 10.49d. per lb. against 11.05d. per lb. and the all in cost, including depreciation, selling charges and home expenses, 1s. 1.06d. against 1s. 2.73d. per lb. During the year nearly 17,000 trees have been cut out on the Bukit Lintang home division. The average number of trees per acre has been reduced to 75 on a considerable proportion of the division, and the proportion will be carried on by degrees until the remaining acreage. The trees left continue to show the benefit of this process.

GERMAN LOOT FROM PEKING.

In the discussion of a lecture by Mr. J. O. P. Bland on "China" to the Central Asian Society, on Dec. 11, Colonel Pemberton endorsed a suggestion made by Colonel C. C. Yate that the conditions of peace should include the restoration to China of the famous astronomical instruments taken from Peking to Berlin in 1900.

General Sir Edmund Barrow, who was in the chair, said that as Chief of the Staff in the Boxer Expedition he was directly connected with the discussions on this subject. Representatives of certain Powers, some of whom were now in alliance with us, drew up a scheme for the distribution of those marvellous astronomical instruments. The proposal did not commend itself to the British or the American authorities, and the commanders of their respective forces put in a very strong protest. There were heated discussions, and two or three Powers, notably Germany, were not satisfied with the British and American proposal to leave the instruments in Peking. The next stage was that the Germans shipped their portion (and probably more than their portion) to Berlin. The French carried off only a few instruments to the Legation, whence they were later shipped to Marseilles, but were afterwards returned, under the orders of the French Government. He (General Barrow) entirely agreed with the view that the Germans should be compelled to restore those beautiful evidences of the antiquity and range of Chinese civilization to their proper place on the walls of Peking.

The instruments are 14th century bronzes of priceless value. The "North China Daily News" has pointed out that their restoration from the clutches of Potsdam would have a most valuable moral effect in convincing the Chinese people of the reality of the German downfall, and in strengthening the bond between them, and the victorious Allied Powers.

THE MIDDLE-CLASS MAN.

"Somewhat the Middle-Class Professional Man has got squeezed out into the cold. The root of the trouble is, of course, that he has no union," writes C. Anderson in the "Sunday Pictorial."

The coalminers and the boiler-makers, the railwaymen and the dockers can, thanks to their organisation, keep their wages more or less abreast of the cost of living and even spread a little at intervals. Broadly speaking, the position to-day is that the artists are selling pianos and the artisans are buying pianos.

Nor does it appear that a union for the Middle-Class Professional Man is possible. He is too various. A photographer and a bank clerk and a singing professor and a black-and-white illustrator and a chiropodist and a lion tamer could never make a union; they could only make a conglomeration."

WEATHER REPORT.

February 20d. 1919. 13m.—No returns from Japan, Vladivostok and the Philippines. An anticyclone of moderate intensity has developed over N. China, and pressure has increased moderately in that region and decreased slightly elsewhere. Fresh monsoon will prevail along the China coast, and over the N. China Sea.

Hongkong Rainfall for the 24 hours ending at 10 a.m. to-day, 0.01 inches. Total since January 1, 1.35 inches, against an average of 2.10 inches.

Forecast for the 24 hours ending at noon on February 21, 1919.

1.—Hongkong to Cap. Rock: N. and N.E. winds, fresh; cloudy drizzling rain.

2.—Formosa Channel: N. winds, strong.

3.—South coast of China between Hongkong and Lamook: The same as No. 1.

4.—South coast of China between Hongkong and Hainan: The same as No. 1.

ROYAL OBSERVATORY HONGKONG, DAILY WEATHER REPORT.

FEBRUARY 20, 1919.—a.m.

Station.	Hour.	Barometer at Sea Level.	Temperature.	Humidity.	Direction.	Force.	Weather.
Vladivostok.	6 a.	30.00	50	88	SW	4	b
Manila.	6 a.	30.00	50	88	SW	4	b
Hakodate.	6 a.	30.00	50	88	SW	4	b
Kobe.	6 a.	30.00	50	88	SW	4	b
Yokohama.	6 a.	30.00	50	88	SW	4	b
Shanghai.	6 a.	30.00	50	88	SW	4	b
Amoy.	6 a.	30.00	50	88	SW	4	b
Swatow.	6 a.	30.00	50	88	SW	4	b
Shanghai.	6 a.	30.00	50	88	SW	4	b
Amoy.	6 a.	30.00	50	88	SW	4	b
Swatow.	6 a.	30.00	50	88	SW	4	b
Shanghai.	6 a.	30.00	50	88	SW	4	b
Amoy.	6 a.	30.00	50	88	SW	4	b
Swatow.	6 a.	30.00	50	88	SW	4	b
Shanghai.	6 a.	30.00	50	88	SW	4	b
Amoy.	6 a.	30.00	50	88	SW	4	b
Swatow.	6 a.	30.00	50	88	SW	4	b
Shanghai.	6 a.	30.00	50	88	SW	4	b
Amoy.	6 a.	30.00	50	88	SW	4	b
Swatow.	6 a.	30.00	50	88	SW	4	b
Shanghai.	6 a.	30.00	50	88	SW	4	b
Amoy.	6 a.	30.00	50	88	SW	4	b
Swatow.	6 a.	30.00	50	88	SW	4	b
Shanghai.	6 a.	30.00	50	88	SW	4	b
Amoy.	6 a.	30.00	50	88	SW	4	b
Swatow.	6 a.	30.00	50	88	SW	4	b
Shanghai.	6 a.	30.00	50	88	SW	4	b
Amoy.	6 a.	30.00	50	88	SW	4	b
Swatow.	6 a.	30.00	50	88	SW	4	b
Shanghai.	6 a.	30.00	50	88	SW	4	b
Amoy.	6 a.	30.00	50	88	SW	4	b
Swatow.	6 a.	30.00	50	88	SW	4	b
Shanghai.	6 a.	30.00	50	88	SW	4	b
Amoy.	6 a.	30.00	50	88	SW	4	b
Swatow.	6 a.	30.00	50	88	SW	4	b
Shanghai.	6 a.	30.00	50	88	SW	4	b
Amoy.	6 a.	30.00	50	88	SW	4	b
Swatow.	6 a.	30.00	50	88	SW	4	b
Shanghai.	6 a.	30.00	50	88	SW	4	b
Amoy.	6 a.	30.00	50	88	SW	4	b
Swatow.	6 a.	30.00	50	88	SW	4	b
Shanghai.	6 a.	30.00	50	88	SW	4	b
Amoy.	6 a.	30.00	50	88	SW	4	b
Swatow.	6 a.	30.00	50	88	SW	4	b
Shanghai.	6 a.	30.00	50	88	SW	4	b
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Swatow.	6 a.	30.00	50	88	SW	4	b
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Amoy.	6 a.	30.00	50	88	SW	4	b
Swatow.	6 a.	30.00	50	88	SW	4	b
Shanghai.	6 a.	30.00	50	88	SW	4	b
Amoy.	6 a.	30.00	50	88	SW	4	b
Swatow.	6 a.	30.00	50	88	SW	4	b
Shanghai.	6 a.	30.00	50	88	SW	4	b
Amoy.	6 a.	30.00	50	88	SW	4	b
Swatow.	6 a.	30.00	50	88	SW	4	b
Shanghai.	6 a.	30.00	50	88	SW	4	b
Amoy.	6 a.	30.00	50	88	SW	4	b
Swatow.	6 a.	30.00	50	88	SW	4	b
Shanghai.	6 a.	30.00	50	88	SW	4	b
Amoy.	6 a.	30.00	50	88	SW	4	b
Swatow.	6 a.	30.00	50	88	SW	4	b
Shanghai.	6 a.	30.00	50	88	SW	4	b
Amoy.	6 a.	30.00	50	88	SW	4	b
Swatow.	6 a.	30.00	50	88	SW	4	b
Shanghai.	6 a.	30.00	50	88	SW	4	b
Amoy.	6 a.	30.00	50	88	SW	4	b
Swatow.	6 a.	30.00	50	88	SW	4	b
Shanghai.	6 a.	30.00	50	88	SW	4	b
Amoy.	6 a.	30.00	50	88	SW	4	b
Swatow.	6 a.	30.00	50	88	SW	4	b
Shanghai.	6 a.	30.00	50	88	SW	4	b
Amoy.	6 a.	30.00	50	88	SW	4	b
Swatow.	6 a.	30.00	50	88	SW	4	b
Shanghai.	6 a.	30.00	50	88	SW	4	b
Amoy.	6 a.	30.00	50	88	SW	4	b
Swatow.	6 a.	30.00	50	88	SW	4	b
Shanghai.	6 a.	30.00	50	88	SW	4	b
Amoy.	6 a.	30.00	50	88	SW	4	b
Swatow.	6 a.	30.00	50	88	SW	4	b
Shanghai.	6 a.	30.00	50	88	SW	4	b
Amoy.	6 a.	30.00	50	88	SW	4	b
Swatow.	6 a.	30.00	50	88	SW	4	b
Shanghai.	6 a.	30.00	50	88	SW	4	b
Amoy.	6 a.	30.00	50	88	SW	4	b
Swatow.	6 a.	30.00	50	88	SW	4	b
Shanghai.	6 a.	30.00	50	88	SW	4	b
Amoy.	6 a.	30.00	50	88	SW	4	b
Swatow.	6 a.	30.00	50	88	SW	4	b
Shanghai.	6 a.	30.00	50	88	SW	4	b
Amoy.	6 a.	30.00	50	88	SW	4	b
Swatow.	6 a.	30.00	50	88	SW	4	b
Shanghai.	6 a.	30.00	50	88	SW	4	b
Amoy.	6 a.	30.00	50	88	SW	4	b
Swatow.	6 a.	30.00	50	88	SW	4	b
Shanghai.	6 a.	30.00	50	88	SW	4	b
Amoy.	6 a.	30.00	50	88	SW	4	b
Swatow.	6 a.	30.00	50	88	SW	4	b
Shanghai.	6 a.	30.00	50	88	SW	4	b
Amoy.	6 a.	30.00	50	88	SW	4	b
Swatow.	6 a.	30.00	50	88	SW	4	b
Shanghai.	6 a.	30.00	50	88	SW	4	b
Amoy.	6 a.	30.00	50	88	SW	4	b
Swatow.	6 a.	30.00	50	88	SW	4	b
Shanghai.	6 a.	30.00	50	88	SW	4	b
Amoy.	6 a.	30.00	50	88	SW	4	b
Swatow.	6 a.	30.00	50	88	SW	4	b
Shanghai.	6 a.	30.00	50	88	SW	4	b
Amoy.	6 a.	30.00	50	88	SW	4	b
Swatow.	6 a.	30.00	50	88	SW	4	b
Shanghai.	6 a.	30.00	50	88	SW	4	b
Amoy.	6 a.	30.00	50	88	SW	4	b
Swatow.	6 a.	30.00	50	88	SW	4	b
Shanghai.	6 a.	30.00	50	88	SW	4	b
Amoy.	6 a.	30.00	50	88	SW	4	b
Swatow.	6 a.	30.00	50	88	SW	4	b
Shanghai.	6 a.	30.00	50	88	SW	4	b
Amoy.	6 a.	30.00	50	88	SW	4	b
Swatow.	6 a.	30.00	50	88	SW	4	b
Shanghai.	6 a.	30.00	50	88	SW	4	b
Amoy.	6 a.	30.00	50	88	SW	4	b
Swatow.	6 a.	30.00	50	88	SW	4	b
Shanghai.	6 a.	30.00	50	88	SW	4	b
Amoy.	6 a.	30.00	50	88	SW	4	b
Swatow.	6 a.	30.00	50	88	SW	4	b
Shanghai.	6 a.	30.00	50	88	SW	4	b
Amoy.	6 a.	30.00	50	88	SW	4	b
Swatow.	6 a.	30.00	50	88	SW	4	b
Shanghai.	6 a.	30.00	50	88	SW	4	b
Amoy.	6 a.	30.00	50	88	SW	4	b
Swatow.	6 a.	30.00	50	88	SW	4	b
Shanghai.	6 a.	30.00	50	88	SW	4	b
Amoy.	6 a.	30.00	50	88	SW	4	b
Swatow.	6 a.	30.00	50	88	SW	4	b
Shanghai.	6 a.	30.00	50	88	SW	4	b
Amoy.	6 a.	30.00	50	88	SW	4	b
Swatow.	6 a.	30.00	50	88	SW	4	b
Shanghai.	6 a.	30.00	50	88	SW	4	b
Amoy.	6 a.	30.00	50	88	SW	4	b
Swatow.	6 a.	30.00	50	88	SW	4	b
Shanghai.	6 a.	30.00	50	88	SW	4	b
Amoy.	6 a.	30.00	50	88	SW	4	b
Swatow.	6 a.	30.00	50	88	SW	4	b
Shanghai.	6 a.	30.00	50	88	SW	4	b
Amoy.	6 a.	30.00	50	88	SW	4	b
Swatow.	6 a.	30.00	50	88	SW	4	b
Shanghai.	6 a.	30.00	50	88	SW	4	b
Amoy.	6 a.	30.00	50	88	SW	4	b
Swatow.	6 a.	30.00	50	88	SW	4	b
Shanghai.	6 a.	30.00	50	88	SW	4	b
Amoy.	6 a.	30.00	50	88	SW	4	b
Swatow.	6 a.	30.00	50	88	SW	4	b
Shanghai.	6 a.	30.00	50	88	SW	4	b
Amoy.	6 a.	30.00	50	88	SW	4	b
Swatow.	6 a.	30.00	50	88	SW	4	b
Shanghai.	6 a.	30.00	50	88	SW	4	b
Amoy.	6 a.	30.00	50	88	SW	4	b
Swatow.	6 a.	30.00	50	88	SW	4	b
Shanghai.	6 a.	30.00	50	88	SW	4	b
Amoy.	6 a.	30.00	50	88	SW	4	b
Swatow.	6 a.	30.00	50	88	SW	4	b
Shanghai.	6 a.	30.00	50	88	SW	4	b
Amoy.	6 a.	30.00	50	88	SW	4	b
Swatow.	6 a.	30.00	50	88	SW	4	b
Shanghai.	6 a.	30.00	50	88	SW	4	b
Amoy.	6 a.	30.00	50	88	SW	4	b
Swatow.	6 a.	30.00	50	88	SW	4	b
Shanghai.	6 a.	30.00	50	88	SW	4	b
Amoy.	6 a.	30.00	50	88	SW	4	b
Swatow.	6 a.	30.00	50	88	SW	4	b
Shanghai.	6 a.	30.00	50	88	SW	4	b
Amoy.	6 a.	30.00	50	88	SW	4	b
Swatow.	6 a.	30.00	50	88	SW	4	b
Shanghai.	6 a.	30.00	50	88	SW	4	b
Amoy.	6 a.	30.00	50	88	SW	4	b
Swatow.	6 a.	30.00	50	88	SW	4	b
Shanghai.	6 a.	30.00	50	88	SW	4	b
Amoy.	6 a.	30.00	50	88	SW	4	b
Swatow.	6 a.	30.00	50	88	SW	4	b
Shanghai.	6 a.	30.00	50	88	SW	4	b
Amoy.	6 a.	30.00	50	88	SW	4	b
Swatow.	6 a.	30.00	50	88	SW	4	b
Shanghai.	6 a.	30.00	50	88	SW	4	b
Amoy.	6 a.	30.00	50	88	SW	4	b
Swatow.	6 a.	30.00	50	88	SW	4	b
Shanghai.	6 a.	30.00	50	88	SW	4	b
Amoy.	6 a.	30.00	50	88	SW	4	b
Swatow.	6 a.	30.00	50	88	SW	4	b
Shanghai.	6 a.	30.00	50	88	SW	4	b
Amoy.	6 a.	30.00	50	88	SW	4	b
Swatow.	6 a.	30.00	50	88	SW	4	b
Shanghai.	6 a.	30.00	50	88	SW	4	b
Amoy.	6 a.	30.00	50	88	SW	4	b
Swatow.	6 a.	30.00	50	88	SW	4	b
Shanghai.	6 a.	30.00	50	88	SW	4	b
Amoy.	6 a.	30.00	50	88	SW	4	b
Swatow.	6 a.	30.00	50	88	SW	4	b
Shanghai.	6 a.	30.00	50	88	SW	4	b
Amoy.	6 a.	30.00	50	88	SW	4	b
Swatow.	6 a.	30.00	50	88	SW	4	b
Shanghai.	6 a.	30.00	50	88	SW	4	b
Amoy.	6 a.	30.00	50	88	SW	4	b
Swatow.	6 a.	30.00	50	88	SW	4	b
Shanghai.	6 a.	30.00	50	88	SW	4	b
Amoy.	6 a.	30.00	50	88			

